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FUJICHROME: WALT LANKENAU

SEMINOLE GULF GP9 572 led a test run of the railway's new dinner train south out of Fort Myers, Florida, on January 5, 1991. The consist of two ex-CN "Canadian Flyer" coaches and a baggage coach converted to lounge/commissary service handles Sunday brunch and music festival trains in addition to the Wednesday-Sunday evening dinner trains on the 22-mile route between Fort Myers and Naples. See page 44 for details.

KODACHROME: KEITH SZACHACZ

KODACHROME: KEITH SZACHACZ

CSX SWITCHERS photographed recently depict the new image livery applied in opposite directions. The 1978-built 1171 (SCL 4201), shown at Baldwin, Fla., on October 27, 1990, (right) has the yellow "front" and "F" stencil on the hood end, while MP15T 1223 (SBD 1223, built 1985) at Baldwin on October 14 (above), has the "front" and "F" stencil placed on the cab end. See page 44 for details.

FUJICHROME: KEITH THOMPSON

Railnews

THE CHAPARRAL RAILROAD ran a special dedication train between Paris and Wolfe City, Texas, on October 27, 1990. Shown arriving Wolfe City (left), the train consisted of CHRC's ex-FEC GP7s 703 and 704 and a coach, lounge and dome observation borrowed from the Cotton Belt 819 group. The CHRC is a Kiamichi Railroad subsidiary which took control of 60 miles of former Santa Fe trackage between Farmersville and Paris on February 1, 1990 (July 1990 RAILNEWS). Headquartered in Wolfe City, the CHRC interchanges with its parent Kiamichi Railroad at Paris, Texas.

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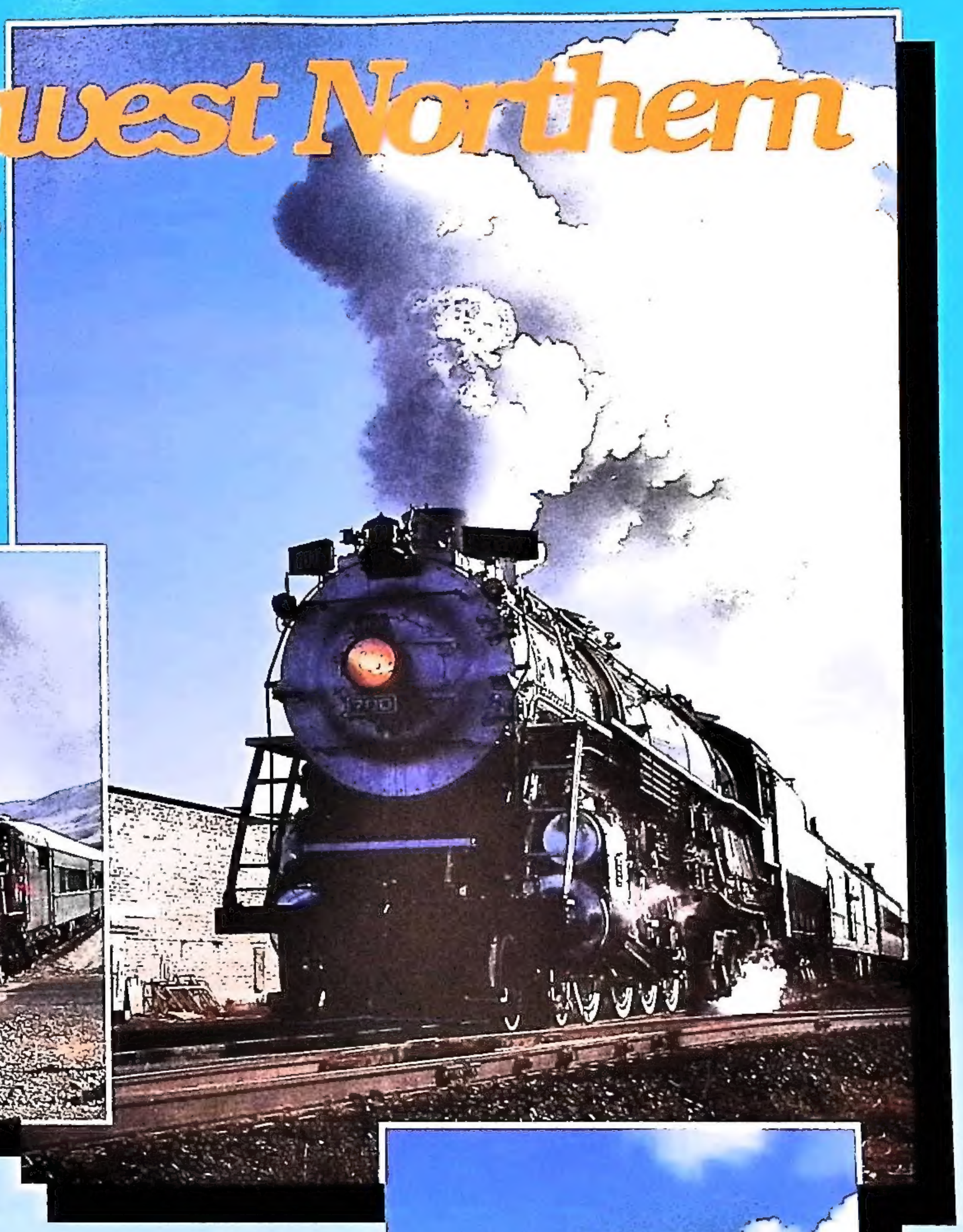

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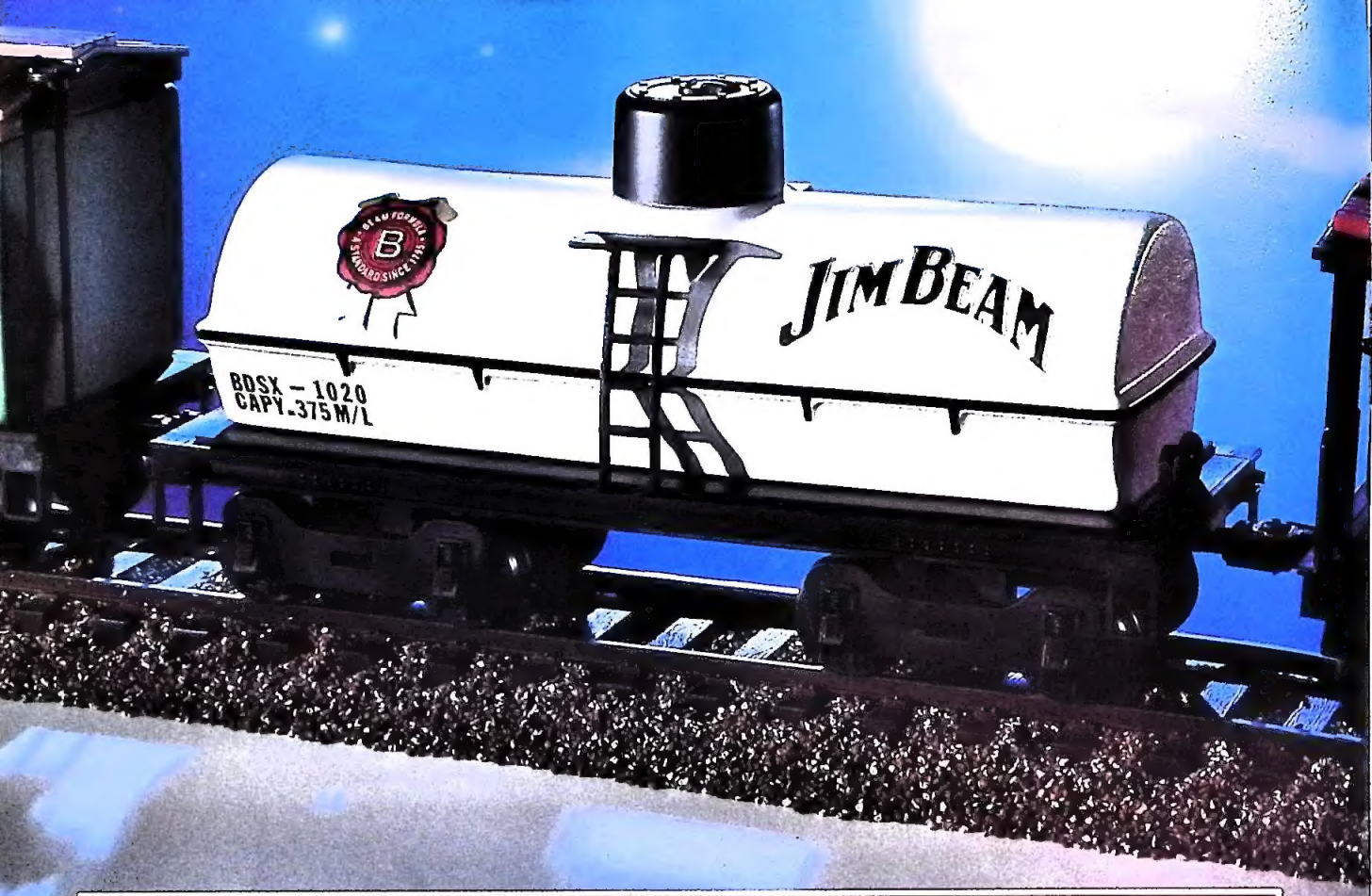

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From the Publisher's desk: War

Two days after the outbreak of the Iraqi War, our office received copies Amtrak and Metro-North Commuter Railroad directives regarding new security procedures set up by the two passenger carriers, undoubtedly only the first of many on our railroads.

The directives detail procedures designed to protect the railroads from sabotage. Railroad personnel are to be on the lookout for any persons on or near railroad property or aboard trains conducting themselves in a suspicious manner and who may be carrying suspicious packages. As Metro-North Special Counsel and long time railfan Walter Zullig put it, "If you don't belong there, you will be viewed with suspicion". The terrorist threat is real and has advanced far beyond the joking stage.

Airlines have long been concerned with terrorists. Memories of Pan Am 103's crash at Lockerbie are vividly etched in the minds of security people and air travelers alike. Airline security in the U.S. has for years been a source of humor with security personnel taking sewing needles away from little old ladies and pawing the glass surfaces of expensive Nikon camera lenses with greasy fingers while letting luggage go on planes with no inspection or with no knowledge that the owner has boarded. Despite the sloppy security, hijacking in the U.S. did stop.

Railroads have traditionally been more concerned with espionage, a prime reason why railroad photography in wartime has often been discouraged if not banned outright, especially in rail terminals and seaports. If the conflict drags on in a protracted land war, the railfan community can expect rail photography and visits to railroad shops and yards to be curtailed. Railroad police will have an eye out for anyone hanging around railroad bridges, viaducts, industrial areas or any points where acts of vandalism or sabotage could close down an operation or create publicity for a terrorist group. Terrorists are frequently more interested in making their acts a big media event than in the damage they cause. The railfan may have to put up with harassment by well-meaning but ill-informed public officials who feel they are doing their duty by confiscating cameras and film and even arresting railfans. Ask before entering upon railroad property, carry identification, keep your cool and don't do anything stupid. A copy of RAILFAN & RAILROAD containing articles or photos by you might be useful as an I.D., but remember that railfans have no inherent right to be on railroad property. Expect some railroads to be less tolerant of trespass than other roads, especially those that are heavy carriers of war materiel.

This writer remembers having arranged for a cab ride on the B&O and having the privilege regretfully canceled because of the Korean conflict. There was no problem in riding the cab of a TRRA diesel a few days earlier through all the terminal areas photographing bridges, yards and whatever. It must be emphasized that written permission was procured before the trip.

If traveling by air, remember to protect your film from airport x-ray procedures by placing the film in a securely closed protective lead bag available at most camera shops. X-ray exposure is cumulative. I prefer to put my protected film in my suitcase, but even that precaution could be negated if authorities start x-raying all luggage. The faster the film, the quicker the damage from x-rays. London's Heathrow Airport is known to have more powerful x-ray equipment than most U.S. airports.

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Cover

It's a typical Friday afternoon in Philadelphia, January 4, 1991, as PCC car 2118 makes a passenger stop in the middle of Girard Avenue just east of the former-Reading passenger line underpass. Philadelphia is the last place in the U.S. where PCC cars still mingle with the traffic in city streets on a regular basis. For the story of Philly's three remaining PCC routes, see Gerry Williams' story beginning on page 60. Kodachrome by Mike Del Vecchio.

Two days earlier, on January 2, the Indiana & Ohio's red high-nose GP30 was at Logan, Ohio, along with GP9 62 in its C&O colors. For more on the GP30 and the I&O's Logan operation, see Jim Boyd's feature on page 56. Kodachrome by Jim Boyd.

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Comparing the SDP40Fs

I thoroughly enjoyed Preston Cook's story on the Amtrak SDP40Fs. It caused me to reflect back on SDP40Fs assigned to trains 15 and 16, Houston to Chicago on the Santa Fe. I can't remember anyone on the Southern Division complaining about their ride qualities. After all, engine crews were used to the 350-class U28CGs and 400-class U30CGs, and their ride was not as good. On top of that, everyone was used to rolling westbound grain tonnage at 80 m.p.h. Speed and bouncy rides caused by truck hunting did not impress old head engineers who had rode 3400-class 4-6-2s at 117 m.p.h. over this same line.

As the big SDP40Fs began to derail on other railroads, we just marked it up to inferior trackage. The big units were well liked, more so than the old 350- and 400-class GEs, and, boy, they would run. Leaving Tower IM and the SP main behind and getting on home rails, notching out the throttle to Run-8 left one pushed back into his cab seat as the SDP40Fs "Balled the Jack" eastbound toward Cleburn. If it was an engineer's first run on these units, he was left with a feeling of surprise at their ability to accelerate, some comparing it to the 51-class Alco PAs.

JOHN DRAKE
Galveston, Texas

Non-Amfood?

Just to set the record straight, it was not I or Mike Schafer who smuggled that Steak 'n Shake lunch aboard Amtrak's pre-inaugural special of the *Broadway Limited* you pictured on page 40 of February 1991 R&R. The culprit was Kelly Lamkin, late of the Kalmbach Customer Service Office, who moved with her family from Milwaukee to Woodburn, Ind., near Fort Wayne last summer when her husband entered Lutheran Seminary. Kelly, you see, was raised on a farm near Union (Logan County), Ill., deep in the heart of central Illinois "SnS" country. She's a true believer, and now so is husband Tim after sampling the wares at one of the newer Steak 'n Shake outlets on the north edge of Fort Wayne about ten miles from their home. I had called Kelly about the Amtrak trip, but she took it upon herself to stop for a Takhomasak (Takamtrakasak?) en route to a brief reunion with Mike and me during the train's stop at Garrett, Ind. Mike and I consumed the lime freezes right away; the cheeseburgers, having cooled, were cheerfully warmed in the microwave in the diner by understanding Amtrak employees and consumed by us at Youngstown, Ohio. That Fort Wayne SnS, incidentally, may now be the closest to your usual route between Newton, New Jersey, and the Midwest homeland! And of course the following day, Mike and I and our two companions in the Cleveland-Milwaukee rental car we were returning in from the Amtrak trip detoured south for a supper stop in Fort Wayne (both Mike and I needed the "boothage," and Takhomasak's don't count).

J. DAVID INGLES
Editor
Trains Magazine
Milwaukee, Wisc.

Steak & Shake on a plate

To those readers and editors for whom Steak & Shake is a way of life, you may be interested to learn that there is a store in New York City with a supply of china Steak & Shake oval plates with the Steak & Shake logo enamelled on. The plates are about six inches by nine inches with the logo in black, and cost $6.95 each.

The store is Fish's Eddy, at 551 Hudson St., in Manhattan, about two-and-a-half blocks north of Christopher Street. Their phone number is 212/627-3956. They do not

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ship, but they will work with a packaging store elsewhere in New York City.

When I was at the store on November 24, 1990, they appeared at a glance to have roughly 30 plates.

PHILIP JOHNSON
Ponte Vedra Beach, Fla.

844's 1958 excursion

Ron Ziel's letter concerning the UP 844 in your February '91 issue is incorrect because the date in the caption is wrong for the photo in *Steam's Finest Hour* (Kalmbach 1959) of 844 "hauling a railfan extra through Echo Canyon, Utah, in 1948."

The 844 received a Worthington SA feedwater heater system in August 1956, and it is on the engine in the picture referred to. Also, the 844 was in two-tone gray in 1948 and did not have the tender modification on the right side for the ATC equipment until 1952 or 1953. I am not sure about the use of the engine for fantrips prior to the 1958 date mentioned in "30 Years of Excursion Steam" (November '90 R&R), but the picture is dated incorrectly, which can happen even with such a great book.

LARRY BANGERT
Auburn, Cal.

Chicago Aurora & Elgin car 320

The December 1990 issue contains a slight error in the text regarding the "Cover One Contest" runner-up photo of ex-Chicago Aurora & Elgin car 320 by Ed Johnson. The car was operating on Madison Street (not Main Street) on the Southern Iowa Railroad. I know because I was the motorman operating the car at the time. Southern Iowa Railroad was based in Centerville, Iowa.

Car 320 has been operating for many years on the Midwest Electric Railway at Mount Pleasant, Iowa, along with ex-Southern Iowa car 9; ex-Waterloo, Cedar Falls & Northern Brill Master Unit 381; ex-Toronto PCC car 4476 and ex-Rio De Janiero open cars 1718 and 1779. The Midwest Electric Railway is located on the grounds of the Midwest Old Settlers & Threshers Association and consists of a mile and a half loop of track connecting the main grounds with the camp-

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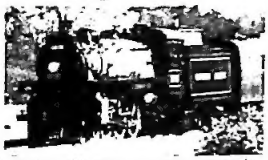

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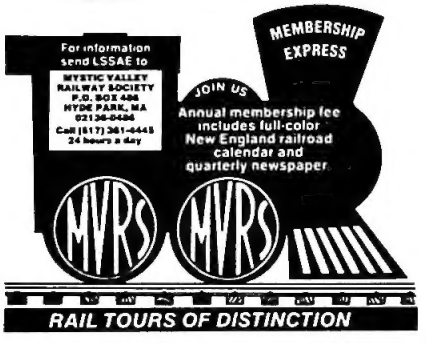


RAIL TOURS OF DISTINCTION

ground and the log village. The annual reunion occurs on a five-day period ending on Labor Day. Thousands of people are carried daily during the reunion. Cars are also operated on Sunday afternoons during June, July and the first half of August and for schoolchildren tours in April and May, plus camper and RV group rallies during the summer in the campground. Cars are also available for charter. For information call or write to: Midwest Old Settlers & Threshers Association, Route 1, Threshers Road, Mount Pleasant, IA 52641; 319/385-8937 on weekdays from 9:00 a.m. to 5:00 p.m. Central Time.

JAMES S. LEVIS
Waterloo, Ia.

BN's executive paint

How about a new acronym for those BN "Executive Fs" pictured in the January 1991 issue of your magazine (and unfortunately in color).

Instead of calling them just BN-1 and BN-2, call them "Burlington's Awful Restored Fs," or BARF-1 and BARF-2, and let them serve as a rolling reminder that money can't buy taste.

With the historic legacy of BN and its predecessor companies, it's absolutely astounding that one of our country's most prosperous railroads decides to rip off the paint scheme of an overseas tourist train to impress the public. I wonder if BN now has pink flamingos planted in the front yard of corporate headquarters or curb-feelers installed on all company automobiles.

There are some really classy corporations that have managed to shape their entire modern corporate image around their historic past (Santa Fe and the Warbonnet paint scheme, NBC and the Peacock, Disney and Mickey Mouse are a few that come to mind). Didn't anyone at BN consider reverting to an updated version of the classy GN or NP colors, maybe an adaptation of the Big Sky Blue scheme? Or how about the standard, tasteful BN scheme still worn by the business car fleet and the Chicago commuter E9s?

James J. Hill, John Stevens, Harry Murphy, Lou Menk and John Budd, where are you? Maybe the current BN folks are asking "... who are you?"

DAVID R. BUSSE
Diamond Bar, Calif.

Steamtown

I just finished reading your article on Steamtown's "Photographer's Weekend" in the February '91 issue. I volunteered some time at Steamtown and found the operation to be both friendly and very professional. They take safety to the highest degree and are very concerned about how the guests are treated. It's nice to see that they are in fact doing well. In these hard times and considering how much has been lost for all time, we should support the likes of Steamtown. The equipment not being the exact model or in the exact paint scheme shouldn't keep a true railfan away. It's the love of trains that is the bond and not the dress it wears.

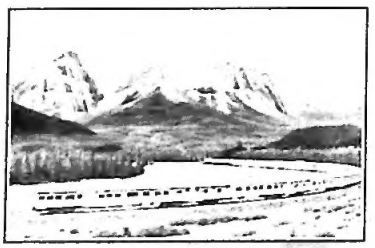
MIKE KAVOLIUS
Elizabeth, N.J.

More Chiggers

Regarding your chiggers, railfanning is also red ants in your pants — believe me.

CARL A. STURNER
Earlton, N.Y.

VIDEO



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Videos

BY MIKE DEL VECCHIO

New Arrivals

If you enjoyed the imagery in our February 1991 coverage of Steamtown's first "Photographer's Weekend," the action and more is set to motion in "Steamtown Photographer's Weekend — 1990," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646. A well-paced and tightly edited program written and narrated by R&R Editor Jim Boyd, the show begins by looking at vintage movies of Steamtown trains in their previous homes of North Walpole, N.H., and Bellows Falls, Vermont, followed by the first couple of seasons of Scranton-to-Moscow operations before National Park Service involvement. Included are Rahway Valley 2-8-0 15 and CNR 2-6-0 89 as well as double and triple headers with CPR G5 4-6-2s and G3 2317. The heritage of Steamtown's DL&W main line out of Scranton is illustrated with DL&W diesel action as F-unit consists are shown hauling freight upgrade with F-M Train Master pushers, no less. The contemporary video work chronologically depicts all of the weekend activities beginning with the Saturday trip to Kingsley, the meet with the CPR/D&H freight and the spectacular late afternoon photo session with CNR 2-8-2 3254 and a passenger train on the main and 0-6-0 26 shunting a wooden boxcar in the yard against that city skyline on our February 1991 cover. There is some dramatic night movement as the engines are lined up for the Saturday night photo session. The Sunday trip to Kingsley produced some spectacular photo runs, followed by more afternoon yard runbys. Mark I went to the Steamtown weekend just to get some "stock footage" for future use, but the action was so impressive that the event deserved a full program of its own. The initially advertised "30-minute" tape came out to a fast-paced full hour for the bargain price of $22.95 postpaid (N.J. res. add 7% tax).

One of the better "editors" in the field of railfan video is Railway Productions, 7287B Orinoco Ave., Indianapolis, IN 46278, and their latest subject is "The Blue Mountain & Reading." Located in southeastern Pennsylvania, this tourist road and freight-hauler boasts a 13-mile 60 m.p.h. main line and two steam locomotives: former Gulf, Mobile & Northern 4-6-2 425 and Reading T1 4-8-4 2102, presently the largest steam locomotive operating in the Northeast. The BM&R is also home to the Reading Company Technical & Historical Society's equipment including restored Reading GP30 5513 and Alco C630 5308, both of which occasionally see service on BM&R passenger trains. The footage includes freight and passenger trains, the latter with both steam and diesel power. The action mixes with interviews of former-Reading engineer Charlie Konkle and firemen Jeff Seidl and Chris Bost, plus 1970s footage of 2102 in excursion service and vintage still photos. The video quality is professional, and the videography includes both creative and simple compositions — and Charlie is one of those old-world railroaders who is a piece of living history. Some of that comes through on the tape. 30 minutes, $29.95 postpaid.

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"From Woodchips to Sawdust," from Little Railways, 1621 Cherry Street, Williamsport, PA 17701, is one of these vintage film shows that deserves permanent preservation. Shot and edited in black & white circa-1927 from the camera of Deck Lane, it fully documents a Hemlock lumbering operation in western Pennsylvania. Trees are felled and "butted" into logs by hand, then "skidded" trackside where a flatcar-mounted crane can load them onto skeleton flats for a trip to the mill pond by a Tionesta Valley narrow gauge locomotive. I've wondered how to load a log train when the crane was at one end of a string of empty flats. On the TV, the crane lifted the empty around itself setting the flat back on rails. After loaded, it was pushed out way so the next empty could be hoisted around. Every step from felling to sorting the cut lumber (which required a narrow gauge transfer table) is here. The film transfer is good, and the video is silent. There isn't much hardcore footage of the railroad itself, but no logging fan should miss this one. 19 minutes, $15.00 plus $2.00 shipping (Pa., res. add 6% sales tax).

"Two-Ninety," produced by Berkshire Videography, P.O. Box 575, Brunswick, OH 44212; 216/225-0303, looks at the first year of activity of the New Georgia Railroad's Atlanta & West Point 4-6-2 290. The program begins with a well-presented history of the locomotive and the circumstances under which she was preserved and restored to service. Berkshire crews followed the official "first" excursion in September 1989 and several of the normal "loop" trips around Atlanta. The coverage finishes with many scenes from John Craft's "Photographers Special" in which a matched Pullman green open-window train was assembled and the locomotive painted for a more "in-service" look, including black driver tires. The New Georgia's E8s and FP7s are also featured in action. The show is well shot and edited with live sound and creative photography. 90 minutes $39.95 plus $2.75 shipping (Ohio res. add 5½% tax).

Contemporary Class 1 steam and diesel action is the theme in two releases from Pentrex, P.O. Box 94911, Pasadena, CA 91109. First, **"Kansas City Southern"** is a welcome contemporary documentary on this not-often-covered railroad. Shot during 1990, the entire line is looked at: Kansas City to Port Arthur, Texas, and the Louisiana & Arkansas lines. Traffic is mostly grain trains, and the motive power is the latest KCS has to offer, mostly white six-axle EMDs and switchers with a few of the new gray SD50s. The roster oddities are here in action also, like the F-unit slugs (including a F7B slug in the new gray paint) and SD40Xs (pre-production SD50s) 700-703. The South East Kansas GP7u's and a shiny Gateway Western GP40 also make an appearance while doing their respective interchange duties. The photography is sharp and steady while capturing the character of the line. The weather is clear and sunny, and the narration is pleasing. Contemporary work like this is important, as one day it, too, will be history. 80 minutes, $39.95 plus $3.00 shipping per order (Calif. res. add $6.75 sales tax).

"Union Pacific 3985 Challenger" is the second contemporary release from Pentrex, and it covers UP 4-6-6-4 3985 as it ferried from Cheyenne to North Platte and then handled the annual River Cities Round-Up trip to Omaha on September 18-19, 1990. The first leg of the trip was an 8000-foot, 4300-ton freight train between Cheyenne and North Platte in fine, sunny weather, and the climb up Archer Hill (just east of Cheyenne) was truly impressive. The tape also includes 3985's return from Omaha to North Platte on a modest freight consist and then on to Cheyenne with a Reno-bound UP employees special. The coverage is predominantly run-bys and pan shots, with some in-cab footage aboard the westbound freight. The runs in both directions include many of the operational incidents like meets and delays caused by the normal diesel-powered traffic on the busy main line.

In 1990 the 3985 was converted from coal to oil fuel, enabling it to travel almost anywhere on the UP system. This trip marked only the second time 3985 has been east of

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Cheyenne since its resurrection and the first time east of North Platte. Some scenes of 3985's coal-burning excursion days on Sherman Hill during the late 1980s are also included to illustrate the "old days." The videography is creative, and the quality is state-of-the-art. Electronic maps keep the viewer oriented, the editing is well-paced and the narration is pleasing. There is a lot of action here for the price. 60 minutes, $29.95 plus $3.00 shipping per order (Calif. res. add 6.75% sales tax).

Also, Pentrex includes nearly 20 minutes of previews on many of their tapes, and they did on this one (in addition to the one-hour program). Some of the coming attractions include the recent photo freights with authentically-painted Rio Grande equipment on the Cumbres & Toltec Scenic Railroad, plus regular operations of the FPA4s on the Napa Valley Wine Train, the Chinese-built (Datong) 2-8-2 on the Boone & Scenic Valley, the Frisco 4-8-2 1522 ferry move to Minnesota and the UP, Santa Fe and BN operations (with the new F-units) related to the Eisenhower Centennial celebration in Abilene, Kansas. Sounds like 1991 will be a good year for a new VCR.

Feature Reviews

"Early Diesels," produced by Greg Scholl Video Productions, P.O. Box 123-R, Batavia OH 45103; 513/732-0660, VHS or Beta, VISA and MasterCard accepted. 90 minutes, $44.95 plus $3.00 handling (Ohio res. add $2.70 sales tax).

One of the easiest ways to perk up a fan's ears is to tell him you have a videotape on early diesels, and one collection of such units is Greg Scholl's latest release. This is not vintage film footage but contemporary video coverage of "early" diesels in service today on twelve railroads from nine states and one Canadian province.

The program opens up with the gorgeous A-B set of Wyoming Colorado F-units hauling its "mini-*Zephyr*" passenger excursion consist from Laramie to Fox Park, Wyoming. The flashily-painted duo is shown briskly crossing the flatter part of the line near Laramie, then climbing the rugged 2%-plus grades while winding through many curves including the famous loops at Albany. The action is dramatic as the train sprints across the prairies and struggles up the hills on the way to Fox Park (these same views were depicted in Editor Boyd's photos on pages 73 and 75 of the January 1991 issue, which were shot on the same day).

Of the other railroads shown, I really enjoyed the pair of back-to-back Belfast & Moosehead Lake GE 70-tonners in excursion service, plus the splendid angles of colorful Bangor & Aroostook Geeps with a freight train returning home through autumn leaves. And thanks to this tape, I've experienced a VIA Rail local in what looks like some very cold weather with an FPA4 for power and five coaches that had better have been well heated. And I immensely enjoyed seeing the segment on the Little Rock & Western Alco C420 running through the piney Arkansas landscape, even if it is a second generation, low-nose, 251-powered unit — not an "early" diesel by any means, but interesting.

The Indiana Railroad Museum's Monon-painted, former-Milwaukee Road FP7s are shown in some scenic footage on an excursion on the former-B&O between Indianapolis and Cincinnati, and the Southern Railway FP7s are shown in Norfolk Southern excursion service. An F-unit of the Louisiana & North West is shown trailing a chop-nosed Geep in some fine rural and small-town scenes — and that handsome side-door caboose is rarer today than the locomotives. Other vintage units include an RS3 on the Lamoille Valley; F-units, GP7s and switchers on Canadian National; the big Alcos on CP Rail and more.

All of the footage is well shot and professionally edited with smooth narration. All-in-all, this is a well done program at a fair price.

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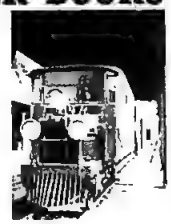

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If you're looking for action shots of truly early diesels on fallen flag railroads, most of the locomotives here don't qualify. But if you're looking for colorful railroads operating older diesel units in a variety of paint schemes and some nice photography, then this tape is right on track — DAVID C. LUSTIG.

"Burlington Northern E-Units," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. VISA and MasterCard accepted, VHS or Beta, 60 minutes, $39.95 plus $3.00 shipping per order (Calif. res. add $6.75 sales tax).

Chicago is one of the most interesting areas of the country for railroading, and it presently has something not found anywhere else: E-units! Dozens of 'em (25 total). And they run every weekday hauling commuters between Aurora, Ill., and downtown Chicago along Burlington Northern's former-CB&Q three-track "raceway" on headways that would give most dispatchers an ulcer.

The BN's fleet of commuter E-units is no secret, and neither is the news that they'll soon be replaced by new EMD F40s, possibly in 1991. Pentrex crews spent a couple of pristine blue-sky days in "The Land of the Burlingtons" in 1990 preserving forever the sound and experience of these machines while the line is still all E-units. The Pentrex crews covered the line completely, too. The program is assembled geographically from downtown west to Aurora. After an impressive sample of typical rush-hour action during the famed "dinky parade" and a view of the "Zephyr pit" (the downtown yard where the commuter trains layover during the day), the tour begins. Pentrex crews climb into the cab of E9Au 9914 for the trip to Aurora. As their train reaches key points and stations along the line, trackside runbys are shown to compliment the cab footage. The videography throughout this tape is really impressive. The dinky parade features sometimes three trains moving at once, occasionally with one train powered by two E-units coupled "elephant-style." And not only is the traffic dense, the trains are fast.

Fans of E-units often talk about that "fine wine" and "humble rumble" of the two prime-movers within each E-unit. And that distinctive sound is really present in this show, especially during the cab sequences. Electronic maps identify the locations and relationship of the Aurora line to the many other commuter lines in the Chicago area. The video quality is top-notch, and the editing is fast paced with informative narration.

I have often heard stories about the parades of E-units that ran during the streamline passenger era. While the passenger cars are stainless-steel bilevels, the BN fleet in Chicago rivals the old days when E-units seemed to be everywhere. Documenting this fleet and their operations is a noble quest, and Pentrex did a super job — M.D.

"Montana Rail Link," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; VISA, MasterCard and Discover card accepted, Hi-Fi stereo sound, VHS or Beta, 60 minutes, $49.95 plus $3.00 shipping (Cal. res. add 7.25% tax).

If you enjoyed Kyle Brehm's terrific two-part feature on Montana Rail Link in the March and April '90 issues, you'll certainly love seeing all that mountain railroad action set in motion on this fine tape. For those living too far east to relate, the diesel parade on MRL is as varied in paint schemes and models as is CSX over Sand Patch. In addition to MRL's own dark blue high-hood and low nose SDs and Geeps, this regional's route from Sandpoint, Idaho, east to Huntley, Montana, sees run-through power from BN, including the new "paleface" units, as well as leased LMX, GECX, Oakway and GATX units.

The tape opens with excellent colored maps and grade profiles of the line, which reappear throughout the program as each new segment is introduced. After a look at the Laurel classification yard and brief description of why BN turned over this originally-Northern Pacific route to MRL, we follow a westbound out of Livingston with a four-unit helper on the point for the climb to Bozeman Pass. A number of trains are shown working the grade, which culminates at Bozeman Tunnel. The tunnel is easily accessible by road, but it is shown with a couple of quick, marginally composed shots. The scenery and imagery vastly improve at Lombard where MRL trains are shown passing the old Milwaukee Road flyover. In semaphore country, we pace a westbound at speed into Helena before the attack on Mullan Pass.

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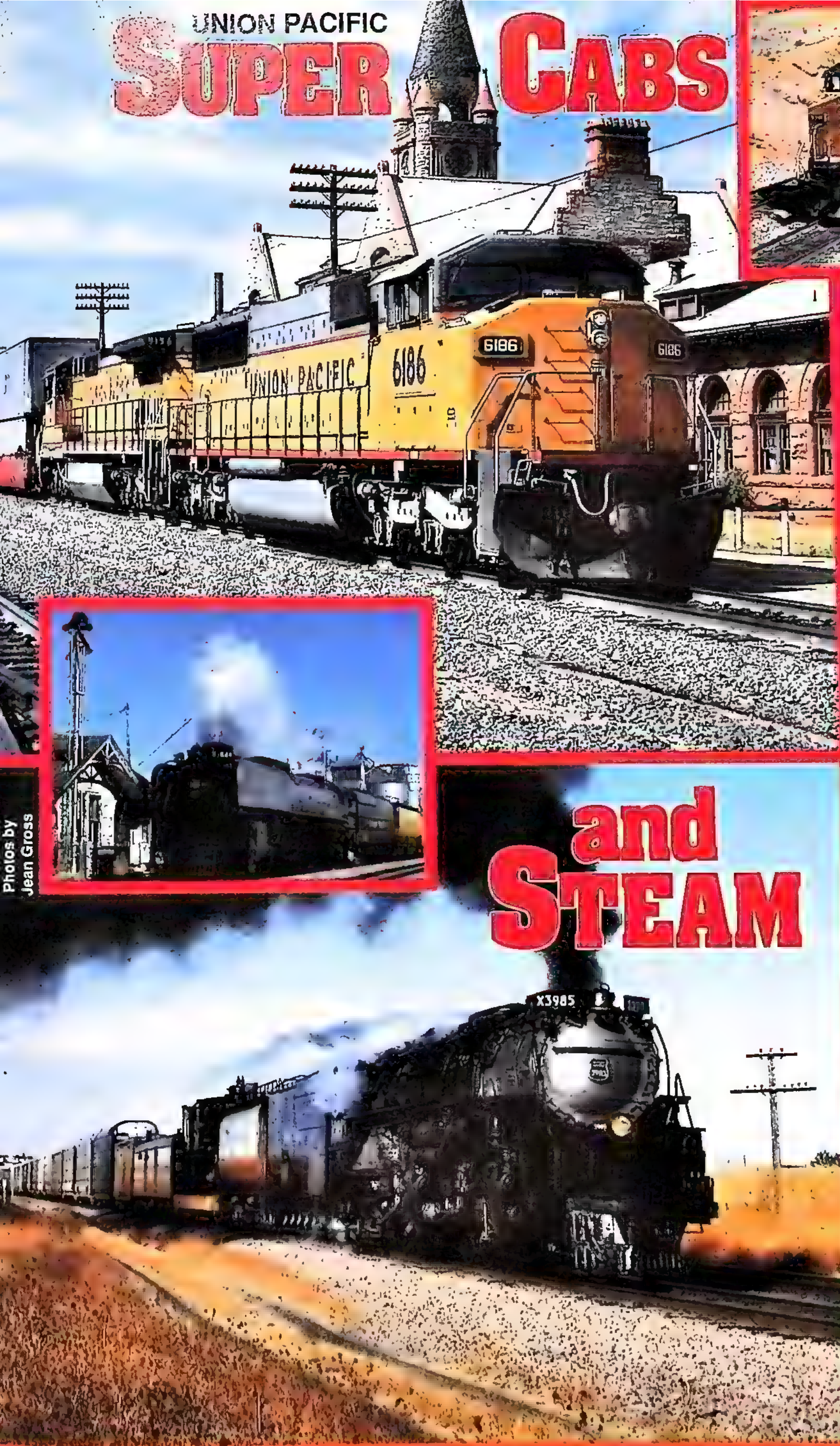

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east side of Mullan Pass are given very brief coverage (hopefully to be shown in more detail in Video Rails' forthcoming tape on Mullan Pass), but there are great sequences at the two steel bridges farther up the hill, with a 14,000-ton coal train grinding up the 2.2% with *two* helper sets employed, one at mid-train and the other near the hind end. Snarling Geeps lead the Garrison Local out of the summit tunnel and over the crest at Blossburg; the local itself is so heavy it requires a four-unit mid-train helper.

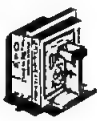
After a look at MRL's headquarters and dispatching office at Missoula, we're treated to a ride along the Clark Fork River on the Paradise Local. Fast-moving grain and coal trains are shown on the water-level "low line" west of De Smet, a route allowing heavy trains to bypass the 2.2% of Evaro Hill. I've never railfanned Evaro Hill but have seen many photos taken by others there. However, nothing tells it better than the long sequence in this video, which has a coal train snaking through an S-curve, then around a respectable horseshoe and finally down a steep rampart into the vast Montana prairie.

Pressing into north Idaho, Video Rails combines colorful trains, beautiful lighting and the reflective quality of the Clark Fork River for a couple of astounding runbys. The classic angle on the Pack River fill near Hope still hosts those twin semaphores, which are caught in motion as trains come and go. The program ends at Sandpoint, where MRL trains enter trackage rights on BN to reach Spokane, Washington, but we're treated to a last look at a BN train crossing the long bridge over Lake Pend Oreille just west of Sandpoint.

Overall, this is a good production, with well-paced, informative narration and those excellent color maps to give the viewer a sense of where all this action is taking place. My chief beef is that the camera is at times not level, resulting in the proverbial leaning loco blues. Still, you can't argue with multi-colored lashups going all out on the mountain grades of Big Sky Country — B.K.

Railroadiana

BY BRUCE KELLY



What's New?

Richmond, Fredericksburg & Potomac Railroad, Linking North and South is a terrific 128-page 8½"×11" all-color hardcover pictorial by Bob Kaplan and Deane Mellander. The more than 180 photos and supporting captions illustrate the all-in-Virginia RF&P from Potomac Yard in Alexandria south to Acca Yard in Richmond, from 1950s steam to today's diesels. Short sections of text lead off the chapters on "The Terminals," "The Main Line — Freight Operations" and "Passenger Service." There's a listing of freight symbols (dated 1989) and numerous maps, track charts and grade profiles, making this one book you should have handy while out photographing RF&P action on the 0.8% of Franconia Hill before the CSX image wipes it out entirely. The book sells for $42.00 postpaid (Md. res. add 5% tax; outside the U.S. add $2.00 shipping) from Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906.

The 10th anniversary edition of Gary Sturm's and Mark Landgraf's *Compendium of Railroad Radio Frequencies* has been enlarged from the directory's familiar compact format to an 8½"×11" softcover format with holes punched for storage in a three-ring binder. While the previous *Compendium* was a favorite among railfans who wanted a frequency guide that could fit easily in a camera bag or glove compartment, it also had rather fine type that for many could be hard to read. This latest edition has literally enlarged each page so the type is bigger. As usual, it contains a wealth of data for scanner-equipped railfans. Its 74 pages list radio frequencies for more than 500 railroads, plus industrial, government, tourist, transit and museum lines. Foreign coverage includes Canada, Mexico, Great Britain, Ireland, Australia, New Zealand and Germany. The *Compendium* sells for $10.00 from Gary L. Sturm, 7629 Westford Court, Fort Wayne, IN 46835-1251.

H. Roger Grant has compiled and edited some good ol' railroad writing and presented it, along with 36 black & white illustrations, in his 176-page 7"×9" hardcover *We Took the Train*. Train ride stories by Charles Dickens, Robert Louis Stevenson, M.M. Shaw, David P. Morgan, William D. Middleton and others are included, preceded by an introduc-

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tion which capsulizes the lure and function of the passenger train. The photo subjects range from hordes of hoboes riding the rooftops in the 1920s and UP and C&NW E-units to Santa Fe Hi-Level streamliners and Amtrak F40PHs. It sells for $29.50 from Northern Illinois University Press, DeKalb, IL 60115-2854.

Calendar Call

The usual top-notch photography and reproduction is found in the "Canadian Railway Scenes 1991 Colour Calendar" from Adolf Hungry Wolf and his caboose crew at Good Medicine Books. Steam subjects dominate in mostly-1950s scenes on the Ontario farmlands with a CNR 4-8-4 and CPR 2-8-2s and 4-6-4s, four 4-6-2s and a 2-8-0 at CPR's Winnipeg coal tower in 1957, a CPR 4-6-2 running one boxcar and a caboose and freights on the Manitoba prairies powered by a CPR Pacific and CNR Mikado. There are diesels too, from a CPR FP9A pulling into Woodstock, Ontario, (photographed from the fireman's seat of a 2-8-2!) to a Dutch-door view of Pacific Great Eastern MLWs pulling a special over the Cheakamus Canyon bridge in 1956 (pre-BC Rail days) to a spectacular shot by CPR company photographer Nick Morant of an FM C-Liner and three Geeps lugging freight up Field Hill. Beside the great pictures there are notations of lunar phases (handy for planning night photos) in this 11½"×18" foldout calendar, selling for $9.95 postpaid from Good Medicine Books, Box 844, Skookumchuck, BC V0B 2E0.

The "1991 Inland Empire Railroad Calendar" portrays Northwest railroading from the past and present. On the front and back covers are sharp color shots of SP *Daylight* 4-8-4 4449 on the Washington Central in 1989 and restored ex-NP F9 6703A being deeded to the Inland Empire Railway Historical Society by BN. Most of the nicely-reproduced black & whites inside were taken in or around Spokane, Washington, including an Amtrak F40PH laying over; an NP Baldwin switcher pulling NP Challenger 5139 and 4-4-0 684 into town for display; Milwaukee Road's *Columbian* departing behind a 4-8-4; a Spokane International 4-6-0 with a baggage car and coach and Spokane, Coeur d'Alene & Palouse Baggage-Passenger Motor No.45. There's also a UP 4-6-2 at Moscow, Idaho; a GN FT posed next to a 4-8-2 at Whitefish, Montana; ex-Eureka & Palisades 2-6-2 No.7 at Idaho's Silverwood theme park; an NP 2-6-0 charging out of Missoula, Montana; Oregon-Washington Railway & Navigation 4-6-0 171 in passenger service at Lewiston, Idaho, in 1911 and an SP&S Challenger on the NP at Marshall, Washington. Milestones in Northwest railroad history are noted in the date blocks of this 11"×17" foldout calendar, selling for $6.00 postpaid (Wash. res. add tax) from Inland Empire Railway Historical Society, P.O. Box 5334, Spokane, WA 99205.

Trolley operations in eastern Pennsylvania are illustrated in black & white in the "East Penn Traction Club 1991 Calendar." Subjects include a Red Arrow car on the Media line; a York Railway Brill in snow at Bittersville; a Hagerstown & Frederick Brill on street trackage in Williamsport, Maryland; Wilkes-Barre Railway's Brill "Pottsville Car" on Market Street in Nanticoke; Philadelphia Transportation Brills and PCCs; Lehigh Valley Transit cars on 8th Street in Allentown and on the Philadelphia & Western at Gulph Mills; a Delaware Electric Power Company Brill Master Unit working the Wilmington area; Hershey Transit cars meeting at the famous Hershey Hotel; a Reading Street Railway car veering into the woods and Atlantic City & Shore cars at Linwood, New Jersey. The realistic back cover photo of Tom Piccirillo's O-scale traction layout ties in well with this 11"×17" foldout calendar, available for $7.00 postpaid from East Penn Traction Club c/o Richard Allman, 327 Rock Road, Villanova, PA 19085.

The Mystic Valley Railway Society's "New England Railroading Calendar" is always a treat, and the 1991 edition is no exception. The 10"×16" spiral-bound vertical hanging calendar features excellent color printing on heavy, coated stock. The subjects, photographed by MVRS members, include winter scenes of Conrail U-boats on the Boston & Albany; a B&M GP7 at Portland, Maine; New Haven RS3 529 at Essex, Connecticut, and Bangor & Aroostook Geeps powering a Christmas Eve freight run. More comfortable weather is evident in the shots of Providence & Worcester GP38-2s along Thames River and at Groton Wye; B&M GP40 323 leading the RBB&B circus train through East Deerfield; Amtrak's *Yankee Clipper* aside the ferries at New London Station; Amtrak's *Cape Codder* and MVRS and Cape Cod Scenic Railroad equipment at Hyannis and multi-schemed power on B&M's POPY crossing the Connecticut River bridge. There are also steam subjects like Valley Railroad 2-8-0 No.97 and 2-8-2 No.40 in contemporary excursion service and two slightly soft vintage scenes of B&M 4-6-2s. It sells for $6.00 postpaid ($7.00 postal money order from

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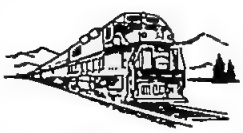
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TICKET TO SILVERTON By Crist, Grenard & Krause, is a vintage black & white pictorial of the Denver & Rio Grande Western and Rio Grande Southern narrow gauge lines. Included are Geese, cartoons, maps, Hollywood's use in the 40's and 50's, color covers and more 48pp, softcover. **A1239 .....$9.95**

THE OVERLAND ROUTE: UNION PACIFIC By Krause & Grenard, shows the giant steam power and long trains that were the trademark of this American carrier. See the steam powered City of St. Louis with gray No. 801 4-8-4 on the head end and double-headed freights in a spectacular climb up Sherman Hill. Thrill to the sight of massive 4-12-2 and 2-10-2 types with full tonnage loads, 2-8-8-0 and 4-6-6-4 Challenger types, first generation diesels from Electro-Motive, Fairbanks Morse and Alco, along with veranda turbines. **C60 .....$12.95**

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Canada) from Mystic Valley Railway Society, P.O. Box 486 Hyde Park, MA 02136-0486.

The Lackawanna & Wyoming Valley Railway Historical Society's "1991 Railway Calendar" is an 11"×17" vertical foldout starting off with a great color shot of an ex-Reading and two D&H GP39-2s on a northbound freight crossing Tunkhannock Viaduct. This calendar celebrates the 75th anniversary of the viaduct's construction, hence the color cover shot and lengthy caption and historical data inside. The remainder of the pictures are excellent black & white scenes of D&H action with three C628s in Scranton, two U23Bs and a C424M near Laurel Run, a C424M emerging from Factoryville Tunnel, PAs with an inspection train at snow-covered Ararat Summit and a Challenger steaming its way up the Ararat grade; plus five Erie Lackawanna Geeps leading coal through Clarks Summit; Lackawanna & Wyoming Valley interurban No.33 crossing over the Lehigh Valley and Central of New Jersey mains and the Prospect Colliery narrow gauge line on Prospect Viaduct; FTs, RS3s and baby-faced Baldwins at CNJ's Scranton engine terminal, with EL FTs passing overhead; Scranton Transit cars on street trackage; Lackawanna Pocono 1504 departing Scranton with the *Pocono Express*; a Wilkes-Barre Railway electric work train on city streets in Wilkes-Barre; Nickel Plate 2-8-4 759 approaching Clarks Summit with a 1971 High Iron excursion and coal loads being towed up the legendary Ashley Planes incline. It sells for $4.50 postpaid (no additional tax) from Calendar, Dept. CC, P.O. Box 1152, Scranton, PA 18501-1152.

The 11"×17" "Michigan Rails '91" calendar has color cover shots of an ex-Detroit United Railways streetcar still wearing its "Buy War Bonds" markings in 1941 and a SEMTA Geep in modern commuter service near Pontiac. Inside are nicely-printed black & white views of a Pere Marquette Berkshire with freight; C&O E8s painted in the "bow wave" freight scheme leading the *Sportsman* at Plymouth; Conrail's Eaton Rapids Turn rolling past the mill at Onondaga behind a GP15; mail and express being loaded at Durand in 1941; a Norfolk Southern TC10 (one of several NS GP9s fitted with Caterpiller prime movers) on a transfer run out of Detroit; GTW's accident-prone "voodoo" Pacific 5627 departing Detroit's Brush Street Station without incident; a Peter Witt car on Detroit street trackage; a Wisconsin Central (ex-Milwaukee Road) SDL39 at Trout Lake; one of the Wabash P1-class 4-6-4s; DT&I GP38s passing Battle Creek depot; A-B-A B&O F3s passing Wabash's Delray roundhouse with the *Ambassador* and two Central Michigan GP38s with a Detroit & Mackinac C425 in the snow at Durand. Highly informative captions describe each photo in the "Michigan Rails '91" calendar, selling for $5.75 postpaid from MRC Calendar, 4260 Charles, Dearborn, MI 48126.

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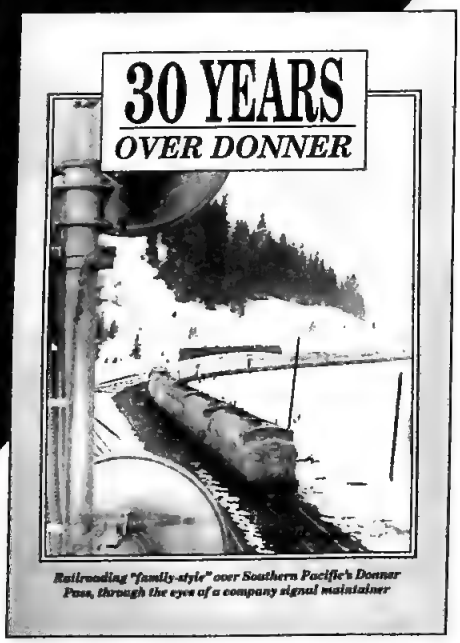

Railroading "family-style" over Southern Pacific's Donner Pass, through the eyes of a company signal maintainer

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Hugh Comer, representing six railroads in the South, is highlighted in the 11"×17" "Atlanta Chapter NRHS All Steam 1991 Calendar." Subjects include Central of Georgia freight and passenger action with a 4-8-2, 4-6-2, 2-8-2 and doubleheaded 4-6-0 and 2-8-0; NC&StL 4-8-4 and 2-8-8-2 pushers on Cumberland Mountain; L&N's *Flamingo* led by a 4-8-2; a Blue Ridge Railway 2-8-0 with a two-car mixed; an L&N 2-8-2 climbing through Broyes, Ala.; a Gainesville Midland 2-10-2 with freight at Candler, Ga.; a Georgia & Florida 4-6-2 and 4-8-2 climbing near North August, S.C., and NC&StL 4-8-4s on the *Dixie Flyer* and *Dixie Limited* meeting at Vinings, Ga. It sells for $5.00 postpaid from Calendar/Print, Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324.

Railfan's Timetable

Don't you just hate having to pack along your entire collection of employees timetables when embarking on a serious railfan trip? For those who live and/or photograph in the Golden State, the second edition of Altamont Press' *California Region Railfan Timetable* is the answer. With more than 10,000 updates and revisions from the first edition which was released during 1990, the new 92-page version is the same compact 4"×11" size of most employee timetables. It compiles all the timetable graphs and other data from the SP, UP, Santa Fe and BN timetables into one package, with graphic and type style patterned primarily after the SP and Santa Fe formats. The grade profiles common to SP and Santa Fe timetables have *not* been included (Altamont Press hopes to add them to future editions), but there are maps, detailed tables of freight symbols for each railroad, locomotive rosters and the latest Amtrak and Caltrain schedules. Especially useful to scanner-equipped railfans are the superb listings of radio frequencies covering the four big roads as well as short lines from Alameda Belt Line to Yreka Western and California tourist railroads. Also, each timetable graph is followed by a list of talking defect detectors enabling fans to pinpoint a train's location by matching the milepost location of a detector heard on the scanner with station locations in the timetable.

Whether you're a native Californian or an outlander planning a visit (to chase steam into Sacramento for Railfair '91, for example), the *California Region Railfan Timetable* is something you should definitely have in your camera bag. It sells for $12.00 plus $1.50 shipping from Altamont Press, P.O. Box 754-R, Modesto, CA 95353.

Traction Publications **by Joe L. Diaz**

THE RAILFAN GUIDE TO SWITZERLAND by George H. Drury is a 44-page 8½"×11" softcover describing in great detail the electric railways of Switzerland. Included in this new, revised version of the guide Drury initially released in 1989 are black & white photographs in excellent reproduction, illustrating a variety of railway equipment and facilities. This is truly a "railway country," with largely electric traction in varied gauges. This interesting and attractive publication will give the reader and potential traveler all the necessary information in detail on how to plan a visit and make it a very satisfying experience.

Beginning with an introductory chapter, there are chapters on social studies, foreign languages (German, French and Italian, the principal languages used in Switzerland),

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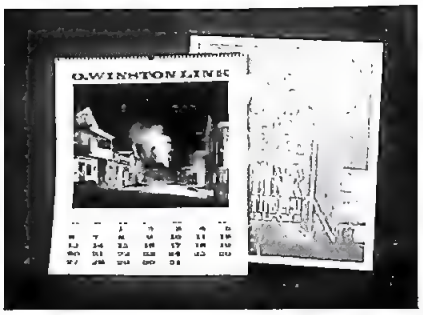
translations from timetables, how to make your hotel reservations in advance, trip details and other suggestions on preparing for and orienting yourself during your trip. An introduction to the railways, locomotives and passenger cars follows. The principal cities you should visit — Basel, Bern, Brig, Geneve, Lausanne and Zurich, to name only a few — are described. Additionally, there are numerous trackage diagrams covering the rail lines serving individual cities indicating the stations, the local electric railways and recommended hotels. There is also a full-page map of Switzerland showing the principal lines and the cities and areas served. This is a neat little book that will be of great value to anyone planning to visit the country. It's available for $10.00 postpaid from George H. Drury, 4139 West McKinley Court, Milwaukee, WI 53208.



O. Winston Link Calendar

Almost every railfan is familiar with the synchronized-flash night work of O. Winston Link on Norfolk & Western steam during the late 1950s. These photographs, with their outstanding compositions and stark contrasts, are probably the most recognizable body of work by a single railroad photographer, and they have received international acclaim through exhibitions and books, a television documentary and a feature spread in *American Photographer* Magazine. Winston Link received no payment for his photographs at the time, and all the work to make those photos was a labor of love. Although many of his photographs have gone unpublished since they were shot, Link is finally getting some of the recognition he deserves.

That love of steam railroading inspired Winston to purchase 4-6-0 453 from the Canadian Pacific in 1960. After working on it for almost 30 years on his own, the CPR Ten-Wheeler is now at the Rome Locomotive Works in Rome, N.Y., for the final stages of restoration. Produced as a fundraiser to help the 453 project, O. Winston Link is offering a beautiful 17″×19″ spiral-bound 1991 calendar that is as much a work of art as the photographs themselves. The entire calendar from top to bottom is quality, from the heavy acid-free paper stock to the duotone printing (which is as close in sharpness and tonal range as a lithograph can get to the original print). Twelve of Winston's most popular photographs are reproduced in a large 13¾″×10⅞″ format with ⅛″ white borders against a light gray (the duotone color) background, plus a single-line caption under the photo. The calendar date blocks occupy the area below the photograph. Both sides of the back page contain a complete description of each image and the photographer in English, French and German.

Winston's most famous effort, the drive-in theater at Ieager, W.Va., with N&W Class-A 1242 popping out from behind the screen, occupies the front cover and the month of May. Also included is the "Ghost Town" of Stanley, Va.; the "living room on the tracks;" Northfork, W.Va.'s, "main line on main street;" Y6b 2143 on the turntable at Shaffer's Crossing; the swimming hole at Luray, Va.; the three old folks on the porch at Lithia, Va.; the night swimmers in the built-in pool at Welch, W.Va.; the glass-reservoir gasoline pump with the couple in the Buick Special at Vesuvius, Va.; the *Birmingham Special* passing Rural Retreat, Va.; Seven Mile Ford, Va., as a J-Class 4-8-4 crosses a culvert while a father and son drag home a Christmas tree; and the classic day scene at Green Cove depot as M-Class 4-8-0 382 nears. The rear cover contains a 7″×9½ image of the old couple watching a "J" from their porch at Max Meadows, Va.

To protect the calendar during shipping,

TRAINS THAT PASSED IN THE NIGHT

A New Video Biography of O. Winston Link

O. Winston Link's classic images of N&W steam power have been in demand and are quite popular as images of a long gone era in railroading. The Roanoke Chapter, National Railway Historical Society is proud to offer the first video biography of Link in which many of the sites in the well known photos as reenacted today by Link with many of the people who were originally involved. This 52 minute video offers a rare glimpse into the methods and results of the massive photographic project Link undertook in the 1950's. It also contains vintage color footage of N&W steam power that Link shot during the late 1950's.

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and to preserve it when 1991 is over, it is packed in a specially decorated cardboard "pizza box" with a self-portrait of Winston and one of his assistants standing amongst the night gear. The special wire binder atop the calendar permits each page to be folded over for display without damaging any page.

Without a doubt, this is the finest calendar we've seen. Its price and limited availability will make it a true collector's item. The calendar is being offered for $30.00 postpaid direct from O. Winston Link, P.O. Box 75, South Salem, N.Y., 10950. A limited number of the 250 signed and numbered copies are still available at $50.00. The entire proceeds will benefit the CPR 453 restoration, which should be completed this year.

In addition, the 55-minute video documentary on the life and photography of O. Winston Link, produced for British television by BBC Channel 4 (see January '91 VIDEOS and MARKERS) is still available for $39.95 — M.D.

Book Reviews

Cajon — A Pictorial Album, by Chard Walker, published by Interurban Press, P.O. Box 6444, Glendale, CA 91225; 184 8½"×11" pages, hardcover, $53.95 plus $2.00 shipping (Cal. res. add tax).

There have been a number of excellent books on southern California's Cajon Pass, including Chard Walker's previous work, *Cajon — Rail Passage to the Pacific*, so the first question that must be asked is, "Why another one?" The answer is simple. This is, from start to finish, a picture book. With more than 250 black & white and color images, plenty of captions and just a smidgen of text, it leaves the why and wherefore of Cajon Pass to others. The purpose of this effort is to bring an almost endless stream of photos and captions to the reader. It's something that, if done right, practically can't miss. And Walker doesn't. For despite the high price tag, Cajon devotees and neophytes alike will definitely want to consider adding this latest effort to their collections.

The book is laid out in sections starting in San Bernardino and ending up at Victorville, visually taking the reader from one end of Cajon to the other, traversing all time periods and winding up with a brief excursion back to the 1989 Union Pacific and Southern Pacific 8444/4449 "steam-off" in the pass after their attendance at LAUPT's 50th anniversary party. While Cajon was originally Santa Fe domain, with the Union Pacific eventually operating on trackage rights, the Southern Pacific, which built its own line there in 1967, is also well covered by Walker.

The photos are for the most part wonderful, with my favorite not being of a train but of the late Herb Sullivan, who so deservedly earned a particular geographic spot (Sullivan's Curve) in Cajon Pass for his great early photos with his 4×5 camera. Fortunately, there are large quantities of steam and "older" diesel photos (many by the likes of long-time Cajon fans Dick Steinheimer and Donald Sims, who spent many an evening chewing the fat with Chard Walker when he was the station operator at Summit, as well as Allan Styffe and others) because some of the newer images just aren't as glossy. Perhaps it was the subject, perhaps the sun angle, maybe the art director or perhaps personal bias, but for every really nice modern shot there seem to be two or three ho-hum ones.

But not the steam and early diesel photos. No sir, there are few dogs here. Just when you think you've seen it all, the book serves up a lovely color shot of a black Santa Fe Baldwin center cab diesel that has just shoved a train up the hill, Santa Fe's super hot *Super C* piggyback with a rare GE U30CG, equally rare GE U28CG and an almost rare F45 as the power, and a great Robert Hale photo of a Santa Fe passenger train threading its way through the mountains. The Santa Fe H16-44s are there, as is UP's General Motors Aerotrain, UP cow and calf helpers, Erie-builts, PAs and, just when you thought this was strictly road engine terri-

NEW BOOK ! ! ! !

Electric Trains To Reading Terminal
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A 112 page soft cover book on the Reading Co.'s electrification in the Philadelphia area with over 100 photos, 14 maps, plus charts and diagrams. Also color covers. This book covers history of the lines and looks at the service over the years. It details the building of the electrification and how it works. Maps show each of the branches in detail.

A real must for Reading fans.

Other books also available

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"85 YEARS ON BROADWAY"
A meeting of #7002 and the 1987 edition of the Broadway Limited during 85th Anniversary ceremonies. Also seen, #7002 steamin' hard during the summer on the Strasburg R.R.

ALSO on the same tape

"LITTLE OLD AND SLOW"
Featured is the #10 railcar of the old Lancaster, Oxford and Southern. See #10 pass #90 in the hole at Groff's Grove then a dramatic startup and passby.

Running Time: 30 minutes

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tory, a U.S. Army 0-6-0. There is some fine steam color you probably didn't think existed and some great black & white I'd look at again any day. Some of the captions are nicely done while others are definitely on the fluffy side. Elrond Lawrence did a nice job on the cover shot, a real grabber of a quartet of red & silver Super Fleet FP45s with train.

Unless your allegiance for railroading ends on the eastern bank of the Mississippi River, or you're just a flatliner, this book will be well worth looking at — DAVID LUSTIG.

Camera Bag

BY JIM BOYD

Know Your Equipment

So there you are, standing near the front of a mighty fan-tripping 4-8-4 as the crowd gathers around and the Alemite guns chatter during a servicing stop. Laden with your arsenal of Nikons, lenses, tripod and a camera bag capable of sustaining a platoon of soldiers in combat, you *look* like a photographer. Then this lady comes up to you, thrusts out her instant camera and asks if you would take a picture of her and the kids with the "steam train."

How can you refuse? But then you spend the next two minutes fumbling with that "idiot-proof" camera trying to figure out where the "button" is. You look and feel like a jerk.

As a Nikon driver, you've just been done in by a Kodak Disc.

The same thing is liable to happen if your buddy hands you his new automatic Canon or Minolta or whatever. Even when you know what to look for, you need to know where on the camera to find it. It is natural for even an expert photographer to be unfamiliar with the details of "someone else's" camera, unless he happens to be more interested in cameras than in taking pictures.

Back in my days at the Layton School of Art in Milwaukee, our photography instructors would often repeat that "a professional photographer is one who knows his equipment." Truer words were never spoken, and they apply to all photographers, including railfans. You can handle a Nikon — or any other camera of your choice — because it's *your* camera and you know how to use it. Let someone put any other type of camera into your hands, and it is likely to take a few minutes to figure it out — even an instant camera.

You can usually spot those railfan photographers who don't "know their equipment." Their pictures will be poorly composed, blurred or incorrectly exposed. And when "putting on a show," they will fumble with the projector and have far too many of their slides upside down or backwards. Being a "good photographer" is often as simple as learning to handle your equipment, both before and after the shot itself.

The elements of photography are basic and universal. You need to know the speed and type of your film, and for each photo you need to focus the image and determine the correct exposure and translate that into a combination of shutter speed and aperture setting. Any or all of these steps can be automated or made an "unadjustable" part of the camera, but for each photo, each of the basic elements must be addressed. The typical railfan camera, a good 35mm single-lens reflex, will usually have all of these elements under manual control or automated with a manual override.

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Travel with Neff Video to the beautiful Juniata River Valley between Altoona and Lewistown, Pennsylvania. Conrail & Amtrak action are captured here on this busy former Pennsy Main Line. Locations include Bellwood, Tipton, Tyrone, Union Furnace, Spruce Creek, Barree, Huntington, Mapleton, Mt. Union, Ryde, and Mattawana. Edited by Walt Berko of Railroad Video.

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Color, Sound, One Hour, Thirty Minutes.$39.95

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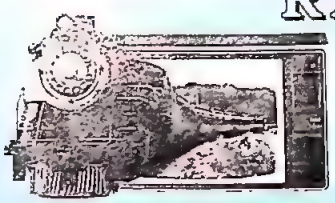

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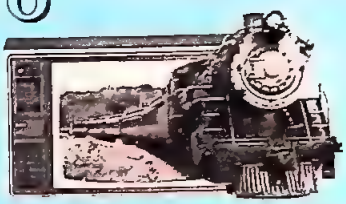

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2. **"END OF AN ERA"** PRODUCED BY RAYONIER CORP.
3. **"ICHABOD, THE MAN WITHOUT A HEAD"** PRODUCED BY THE A.A.R.
COLOR, SOUND. ONE HOUR ... 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME V" FOUR VINTAGE RAILROAD MOVIES
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2. **"MILESTONES OF PROGRESS"** PRODUCED BY THE A.A.R.
3. **"TOMORROWS RAILROADS"** PRODUCED BY THE WAUGH EQUIP. CORP.
4. **"EASY DOES IT"** PRODUCED BY THE A.A.R.
COLOR, B&W, SOUND. ONE HOUR ... 33.45

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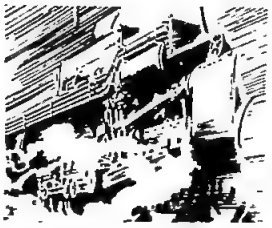

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You probably selected your camera to be compatible with your knowledge of photography and the level of accomplishment which you seek. But maybe you just "got" a camera from a relative or friend or by default. I started out with a Brownie Hawkeye box camera but soon conned my dad out of his Zeiss Ikon folding camera. I had no idea about f-stops or shutter speeds or even focus — and that Zeiss had a fully manual focusing ring without so much as a rangefinder, much less a reflex focusing screen. It's absolutely amazing that I got any results at all, since I had no real idea what I was doing. It wasn't until I met J. Parker Lamb in college that someone put a good camera in my hands and showed me what to do with it.

You may be in that same situation today. Do you *truly* understand your camera? Are there gizmos or gadgets on it that still mystify you? Before the springtime "railfan season" begins, this might be a good time to check out your camera and find out if you really do understand all of its working parts. If there are things you don't understand, a visit to your local camera shop or a chat with another railfan photographer might be just what you need.

If you have an automatic camera, do you understand how the light meter works? Is it a "spot" or "averaging" or "program" meter? It it aperture or shutter speed priority? How does the auto-focus select its "target?" How do you set your camera up for time exposures and what kind of cable release is required? (And for night work, some kind of cable release *is* required; I just encountered a new automated camera that uses an electrical button-type remote shutter release.)

And even as a "pro," don't be afraid to ask questions. On a railfan outing last summer, I had the opportunity to ride a steam locomotive, and a friend who shoots video handed me a rather sophisticated Hi-Band 8mm camcorder and asked me to get some cab footage for him. He quickly showed me how to turn it on and off and zoom and noted that everything else was pretty much automatic. With plenty of previous experience with movie and other video cameras, I had no problem selecting and shooting the desired scenes, as the camera really did do all the exposure and focusing automatically. But in the middle of shooting I kept getting "things" in the viewfinder and once got the date flashed in the corner of the screen and didn't know how to turn it off. That camera was so loaded with professional options that it was almost impossible to handle without accidentally mashing a control button or two.

I got some very usable video, but I confessed my frustration at not knowing what the camera was doing. After returning from the trip, my friend loaned me that spare camera for a few weeks and told me to "get to know it." That I did, and I won't likely have trouble when I get a chance to use it again. (Incidentally, those "things" in the viewfinder included an indexing marker and program mode and white balance indicators, after I'd accidentally knocked the "Auto Lock" switch to the OFF position when handling the camera.)

Still cameras, video cameras, slide projectors, movie projectors and even VCRs are becoming the everyday tools of the railfan photographer's trade. Becoming proficient with all of these techno-toys is lots of fun and can make you look like a "pro." At least until that lady hands you her Instamatic.

We'd like you to meet...

G. Gerrish Williams

The author of the this issue's Philadelphia PCC feature is better known as "Gerry" Williams to the readers of his monthly report on SEPTA and South Jersey news in *Railpace* NewsMagazine, and he describes himself as a life-long railfan. His family moved from Philadelphia to South Jersey in 1952 when he was five years old. The house in Philadelphia backed up on the Reading's Bethlehem branch between the Tabor and Fern Rock stations. According to family legend, as a baby from the time he could stand up in his crib he would stare for hours at the passing rail traffic. Fortunately, the family encouraged his railfan interests, and he received a *Trains* Magazine subscription present for his fifth birthday, a subscription which now is in its 38th year.

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Gerry pronounces both his nickname and middle name with a hard "g" as in "Gary," not with a "j" sound as in "Jerry." The initial G stands for George, which he has used in school and work settings over the years. His father is also a George (and a bit of a railfan himself). The use of "Gerry" in the family and "G. Gerrish" for mail made home life a lot simpler.

As a teenager Gerry made a number of solo rail trips wandering up to the New York area as far as Bridgeport, Conn., on the New Haven, and south to Washington, D.C. He managed to ride several now long-gone passenger services including the EL's ex-Erie Northern, Greenwood Lake and Caldwell branches, plus rides arranged in advance back to Hoboken on deadhead movements. He also rode one of the last Reading Railroad Iron Horse Rambles. Unfortunately, he didn't start taking photographs until his 1965 freshman year in college, so these early excursions went unrecorded, but the early part of his slide collection includes coverage of the last trains to Branchville and to Newton, N.J., (both of which he rode) on the former-Lackawanna's Sussex Branch (through R&R's hometown) plus some fairly extensive coverage of the final months of the CNJ's Atlantic Highlands Branch.

Also while a high school student in the early 1960's he became friends with a Reading passenger trainman who let him ride for free. For a number of years he rode all over the Reading, including both the electric suburban service as well as the Reading's longer haul trains to Jersey City, Bethlehem, Reading and Pottsville. These experiences helped solidify the Reading's position as Gerry's favorite railroad. Another favorite was the Pennsylvania-Reading Seashore Line, but his interest in the mighty Pennsy was limited only to the local lines in eastern Pennsylvania and New Jersey.

Besides photography, his railfan interests include an extensive railroad paper collection (ticket and cash fare receipt forms, public and employee timetables) and membership in the Philadelphia Chapter NRHS. He also admits to being a member of the Motor Bus Society, where his interests lean decidedly toward local transit rather than intercity buses. Unlike many fans, however, he has never been involved in model railroading.

Gerry is married and lives in Mount Holly, N.J., with his wife Susan with their two daughters Amy and Megan. He is a social work assistant administrator with his county welfare department. As George (there are friends who insist he has distinct personali-

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ties to go with each name), he is involved with two NJ Transit citizens' advisory committees, including NJT's South Jersey Advisory Committee which he currently chairs. Family responsibilities have reduced the time he has available for active railfanning, so he has turned to writing to fill some of the hobby void. In addition to *Railpace* (his byline has appeared in every issue except two), he is a regular contributor to the *New Electric Railway Journal*, and he has had photos published in several rail magazines. Though Gerry has written two CAMERA BAG columns, this is his first feature byline in R&R.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

RIO GRANDE SKI TRAIN operates weekends through April 7, plus March 22 and 29. Departs Denver Union Station 7:15am and arrives Winter Park 9:15am; return trip departs Winter Park 4:15pm and arrives Denver 6:15pm. Coach tickets $25; First Class (spacious seating with continental breakfast) $40. Travels on D&RGW's spectacular line up the Front Range and through Moffat Tunnel. Contact: Rio Grande Ski Train, 555 17th Street, Denver, CO 80202; 303/296-4754.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

VIA Rail Coast to Coast, March 9-24. Ride *Canadian* Vancouver-Toronto, LRCs Toronto-Quebec, domeliners Levis-Halifax-Montreal. Tour major cities. From $1799.

Sacramento Railfair/Golden West, May 7-2[illegible] travel on Amtrak, visit northern California four st lines and [illegible] the big steam bash at Sacramento. From $1899.

Four Corners/Grand Canyon, May 28-June 10. Ride on Amtrak, Grand Canyon Railway, D&SNG and CRTS; four major scenic highlights From $1999.

CLEVELAND, OHIO, March 9. 20th Anniversary Meeting of New York Central Historical Society. Daylong program includes railfan tour and and swap meet. Arrangements being finalized. Send LSASE to: Program Committee, NYC Historical Society, P.O. Box 941504, Allanta, GA 30341-0504

MODESTO, CALIFORNIA, March 16. Winterail '91 at Modesto Centre Plaza. The 13th annual show features an evening of multi-media slide presentations by Blair Kooistra, Elrond Lawrence, Eric Blasko, Steve Schmollinger, Charles Lange, Steve Spohn, Rich Harris, Alan Miller, Vic Neves, John Ford and Don Olson, preceeded by a six-hour railroadiana show & sale. All-day (both events) admission $15 *by advance mail only* from Vic Neves, Winterail '91, P.O. Box 23721, Oakland, CA 94623-9991; admission to just the railroadiana show $3 *at the door only*. For information on renting dealer tables, contact: Dave Stanley, Winterail '91, P.O. Box 30661, Stockton, CA 95213-0661.

MEDIA, PENNSYLVANIA, March 16. Philadelphia Chapter PRR Technical & Historical Society 15th Anniversary Celebration at The Town House, beginning 6pm. Dinner, entertainment and more. $20.00 per person. Contact: Phila. Chapter PRRT&HS, P.O. Box L-1142, Langhorne, PA 19047.

BOSTON, MASSACHUSETTS, March 23. Sugartime Special chartered train via Conrail and Central Vermont to Sugarbush Country of Vermont. Depart South Station 8am, return early evening, with convenient boarding in central Massachusetts. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

CLASSIC RAIL CARS, 207 Skyhill Road #9, Alexandria, VA 22314 (703/370-0319) is offering the following trips aboard ex-N&W business car *Blue Ridge*.

April 4-5, New York-Boston-Albany-New York.
April 6-7, "Farewell to Grand Central Terminal."

P&WV/W&LE INSPECTION TRIP, April 6-7. One-way tour of the "new" Pittsburgh & West Virginia/Wheeling & Lake Erie railroads. Depart Connellsville, Pennsylvania, 7am April 6, overnight in Brewster, Ohio, arrive Cleveland 6pm April 7. Train may be boarded 9pm Friday night and occupied Sunday night. Fare $795 per person (double occupancy), roomette supplement $200. Amtrak connections from Chicago and Washington, D.C., available at additional cost Contact: Yankee Clipper Rail Tours, Box 100, West Lynn, MA 01905.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following

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dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

April 6-7, May 11-12, July 5-7 (NMRA Convention), August 17-18, September 28-29, December 7-8 (Santa Claus Train).

CHICAGO, ILLINOIS, April 13. Omnibus Society of America will operate an excursion using one of CTA's new "Rear Window" RTS vehicles, departing Union Station (210 S. Canal) 10am and returning 2pm. Adults $20, wives and children under 12 free. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/251-2262.

BOSTON, MASSACHUSETTS, April 13-20. Williamsburg Special from Boston and Northeast Corridor locations via Amtrak's *Colonial* to lodge at Colonial Williamsburg and enjoy the varied attractions and cuisine of Virginia's Tidewater Country. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

OWEGO, NEW YORK, April 20. Tioga Central Railroad's Railfan Day presented by Southern Tier Division RRE. Special train, tentatively scheduled to be a 1960s freight, will depart Owego 9am and make several photo stops and runbys. Night photo session is planned. Train ride $25, night photo session $7, or $5 for those who also ride the train. Order early, as seating is limited. Send SASE to: Tioga Central Railfan Day, c/o Southern Tier Division RRE, P.O. Box 311, Binghamton, NY 13902-0311.

SILVER SPRING, MARYLAND, April 21. National Capital Trolley Museum will present a Trolley Car Spectacular from noon to 5pm. Ride as many as eight trolleys and see displays of work cars not normally available to the public. Also on display will be a collection of antique automobiles. Trolleys rides $2 for adults, $1.50 for ages 2-18. Contact: National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007; 301/384-6088.

PERRIS, CALIFORNIA, April 27-28. Annual Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ex-Ventura County Railroad Baldwin 2-6-2 No.2 will power trains between the museum and the Santa Fe depot in Perris. All restored rail equipment will be operational for riding, including 1918 PE red car and 1901 Irish double-deck trolley. Antique autos, entertainment, refreshments and more. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for children under 6. Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/657-2605.

UNION PACIFIC 4-8-4 844 and 4-6-6-4 3985 to Sacramento Railfair '91 are scheduled to depart Cheyenne, Wyo., April 17 with a ferry move (not available to the public) to Rock Springs, continuing to Salt Lake City on April 18 for display at SLC on the 19th. On April 20 3985 will power public round trip excursion Ogden to McCammon and on April 21 a similar trip Salt Lake City to McCammon. The doubleheader will depart for Sacramento with a public excursion Salt Lake City to Elko on April 24, continuing to Winnemucca April 25, to Portola on April 26 and into Sacramento on April 27. On May 3-12 they will display at Railfair. The return doubleheader will run Sacramento to Portola on May 13, to Winnemucca May 14, to Elko May 15, to Salt Lake City May 16, to Green River May 18 and into Cheyenne May 19. This schedule is subject to change and is for advance information only.

Tickets for April 27 run down Feather River Canyon, with bus connections out of San Jose and overnight stay at Reno are $249; train ride only is $199. Contact: Central Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052. Details on ticket sales for other trip segments are not yet available.

SOUTHERN PACIFIC 4-8-4 4449 to Sacramento Railfair '91 will depart Portland, Ore., with a passenger-carrying excursion to Klamath Falls on April 27, continuing on to Sacramento April 28. The 4449 will display at Railfair on May 3-12. On May 13 it will power a public excursion one way to Oakland, Cal., and on May 25-26 will power private SP charter trains. It will return with a public excursion one way on May 31 from Oakland to Sacramento, continuing to Klamath Falls June 1 and on to Portland June 2. With the exception of the May 25-26 SP charters, all segments will be available for public ticket sales. For schedule and fare information, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219.

SPOKANE, PORTLAND & SEATTLE 4-8-4 700 to Sacramento Railfair '91 scheduled to depart Portland, Oregon, April 27 and travel via Deschutes River Canyon to arrive Klamath Falls April 28, continuing on to Sacramento April 29. It will return north during May 13-15. For information send SASE to: 700 Excursion, NRHS, Room 1, Union Station, 800 NW 6th Avenue, Portland, OR 97209-3715.

SANTA FE 4-8-4 3751 with the *"California Limited"* excursion to Sacramento Railfair '91 is tentatively scheduled to depart Los Angeles on April 29 with a run to Barstow via Fullerton, continuing over Tehachapi Loop to Bakersfield on the 30th and into Sacramento on May 1. After display May 3-12 at Railfair, the 4-8-4 will return with a run from Sacramento to Bakersfield on May 13, to Barstow on May 14 and into L.A. on May 15. Final ticket prices for each segment have not yet been determined, but a $150 donation to the restoration project will guarantee a seat with the donation going toward the ticket price (but not refundable if the train does not run). For more information on ticket prices, availability and fund-raising, contact: San Bernardino Railroad Historical Society, P.O. Box 936, Fontana, CA 92334-0936, or phone 800/321-3751 or 714/963-5281.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91 at the California State Railroad Museum. To date, 21 steam locomotives are confirmed to attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. See listings above and RAILNEWS for schedules and routings of ferry moves to and from Sacramento. For

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Books of other publishers:

Mainlines & Mineruns (C&O in W.Va.) - Dixon - 80 pgs $11.95 +1.75 postage*

C&O Alleghany Subdivision (Dixon)- C&O mainline across mountains 142pg $16.95 + 1.75 postage*

Famous American Steam Locomotives - R. Cook - 98 pgs, superb photos. A STEAL at $11.95 + 1.75 postage*.

N&W Steam-The Last 25 Years (Rosenberg) - 93pgs - Bargain at $8.95 +1.75 post.*

Cincinnati Union Terminal-1933 - reprint of original dedication booklet. Mostly photos. $11.95 + 1.75 postage*

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more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

AMTRAK TO RAILFAIR. Travel via Amtrak's *Coast Starlight* from Los Angeles to Sacramento for Railfair '91. Depart May 4 and return May 6 or 7, or depart May 11 and return May 13 or 14. Four-day tours include trip to Mother Lode gold country. Contact: Pacific Railroad Society, P.O. Box 80726, San Marino, CA 91118-8726; 818/570-8651 or 213/283-0087.

WASHINGTON, D.C., May 4. Baltimore and Washington Chapters NRHS will sponsor a day-long excursion on Amtrak to Salisbury, Maryland, for 1991 Salisbury Festival. Passengers may board at intermediate points. For schedules, fares and other details, send SASE to: Salisbury Excursion, P.O. Box 487, Washington, DC 20044; or phone 301/495-9668.

BANGOR, MAINE, May 24 and 25-26. Bangor & Aroostook Centennial Celebration excursions. Round trip Northern Maine Junction to Searsport May 24, $25.00. Weekend trip Northern Maine Junction-Presque Isle-Caribou-Houlton-Millinocket May 25-26, with overnight lodging, box lunches and Sunday breakfast, $188. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106; 207/767-2271 7pm-9pm.

EX-B&O/BR&P MEMORIAL DAY WEEKEND, May 25-27. Rare mileage trip on Buffalo & Pittsburgh; Pittsburg & Shawmut; Knox, Kane & Kinzua and Rochester & Southern. May 25 Buffalo- Butler; May 26 Butler-Marionville; May 27 Marionville-Rochester. Consist includes private cars *Caritas, Cimarron River* and *Dover Harbor*. Fare $995, roomette supplement $300. Amtrak connections available at additional cost. Contact: Yankee Clipper Rail Tours, Box 100, West Lynn, MA 01905.

EXPLORERS V rare mileage trip on SP/D&RGW June 29-July 7. Special train will depart from and return to Denver, traveling through Royal Gorge and on Modoc and Siskiyou

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SEATTLE, WASHINGTON, July 26-August 5. West Coast Explorer rail trip out of Seattle visiting Puget Sound & Snoqualmie, Yakima Trolley, *Spirit of Washington* dinner train, Lewis & Clark Railway, MAX Trolley and zoo railway in Portland, Oregon Coastline Express, California Western, Napa Valley Wine Train, California Railway Museum, Feather River Canyon, Sumpter Valley, City of Prineville, Hood River Railroad, sternwheel riverboat and more. Contact: Townsend Tours, P.O. Box 504, Port Hadlock, WA 98339; 206/385-7735.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-Iaeger, W.V

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707, 304/522-6140.

INTERNATIONAL TOURS

CIRCLE AMERICA TOURS, 7531 Ravensridge Road, St. Louis, MO 63119, is offering the following "Rail & Sail" train/cruise ship tour during 1990. Prices (per person, double occupancy) cover roundtrip Amtrak transportation nationwide, transfers to and from ship, baggage handling gratuities and seven-day cruise adventure. Send for free brochure or contact your travel agent or Amtrak.

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LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350) is sponsoring a three-car special to run from Nogales to Guayamas and Los Mochis, Mexico, April 14-21 with recently-restored ex-D&H Alco PA DH-17 scheduled as power. Includes tour of shops at Empalme and Benjamin Hill, visit to steam-powered sugar railway at Los Mochis and a ride behind an 0-6-0 across the Guaymas Causeway. Three nights will be spent at famed SP-built Hotel Playa de Cortes resort. Fare of $955 ($985 if by credit card) per person double occupancy covers all transportation, lodging, transfers and some meals.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is offering the following foreign rail tours:

Russian Steam, April 20-28. From $1668.

Mexico's Copper Canyon, eight-day trip departing Tucson May 22. From $1960.

Trans Siberian, May 22-June 2. From $2450.

Rural France, May 24-June 3. From $1249.

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Ecuador/Galapagos Isles, July 4-19. From $1949.

Deep South Latin Express, October 4-November 2 or October 18-November 2. From $3195.

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Operating with the cooperation of the Santa Fe Railway, the steam special will begin a three-day trip over some of the most spectacular railroad right-of-way in North America, including the famous Cajon Pass and Techachapi Loop. After crossing the mountains, the **California Limited** will charge up through the heart of the San Joaquin Valley enroute to Sacramento.

Engine 3751 will join a number of other steam locomotives on display at the California State Railroad Museum for "RailFair 91." The **California Limited** will return to Los Angeles departing Sacramento on May 13.

SBRHS

Reservations are being accepted by Trains Unlimited, Tours now, for all segments of this *Once Only* excursion. Reservations and ticket sales are being handled by Trains Unlimited, Tours exclusively. For more information call **(800) 321-3751.**

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Brush With Steam" railfan tour sponsored by Transnet Museum, with special guest renowned rail artist and preservationist David Shepherd. Full 14-day tour includes trips to Eastern Transvaal, Kruger National Park and Kimberley Steam Festival; options available for ET and KNP only, or KSF only. Steam locomotives are scheduled to power all trains, which feature a variety of coach, sleeping and dining accommodations. For fares and other information contact: Transnet, P.O. Box 3753, Johannesburg, South Africa 2000.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW 1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

March 2-3, San Diego Convention & Performing Arts Center, 202 C Street, San Diego, California.

March 9-10, Dallas Convention Center, 650 South Griffin, Dallas, Texas.

March 16-17, Kansas City Municipal Auditorium, 14th & Central Avenue, Kansas City, Missouri.

March 23-24, Dayton Convention Center, 22 East Fifth Street, Dayton, Ohio.

May 4-5, Sacramento Community Convention Center, 14th & J Streets, Sacramento, California.

June 22-23, Commonwealth Convention Center, 221 4th Avenue, Louisville, Kentucky.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Admission $5, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784; 301/795-7447.

Bensalem, Pennsylvania, March 2-3, Philadelphia Park.

Timonium, Maryland, March 16-17, Timonium Fairgrounds.

Teaneck, New Jersey, March 23-24, Fairleigh Dickinson University.

SOUTH BURLINGTON, VERMONT, March 9. Vermont Rails '91 sponsored by Northwestern Vermont Model Railroading Society at South Burlington Middle School, Exit 14E from I-89 then right on Dorset Street half-mile past mall, 10am-4pm. Adults $2, seniors and ages 6-12 $1, under 6 free. Contact: Michael G. Saunders, 84 Aldis Street, St. Albans, VT 05478-1913; 802/524-4429 evenings except Wednesday.

LUBBOCK, TEXAS, March 9-10. 3rd Annual Plains Rail Expo at Texas Tech University Center, 9am-9pm Saturday, 10am-5pm Sunday. Adults $5, students $3. Contact: Kelly Howard, P.O. Box 53674, Lubbock, TX 79453; 806/794-1607.

CLARK, NEW JERSEY, March 10. Jersey Central NRHS Train Show & Sale at Mother Seton High School, GSP Exit 135 at Clark Circle, 9am-3:30pm. Buy or sell books, photos, hardware, models all scales. Raffle, door prizes, operating layouts, movies and Lionel set which kids can run. Adults $4, under 12 free, family maximum $7. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700.

CHESHIRE, CONNECTICUT, March 17. Cheshire High School Band Train Show at Cheshire High School, Route 10, 10am-4pm. Adults $3, under 12 free. Contact: Joe Natale, 525 South Main Street, Cheshire, CT 06492; 203/272-5361 days, 747-5861 evenings.

BURNABY, BRITISH COLUMBIA, March 17. Western Rails Model Railroad & Railroadiana Show and Auction, 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Wintake Cres., Burnaby, BC V5A 2G5, 604/420-1292.

MT. PLEASANT, IOWA, March 17. Train Show & Swap Meet at National Guard Armory, S. Walnut, 10am-4pm Admission $1, under 12 free with adult. Tables available. Contact: Richard Hood, 801 Jefferson Street, Burlington, IA 52601; 319/754-4979 or FAX 319/752-4627.

MOUNT CLEMENS, MICHIGAN, March 17. Gratiot Valley Model Railroad Club Swap & Shop at Clintondale High School, 15 Mile & Little Mack, 10am-3pm. Adults $2 25, 12 and under free. Contact. Uwe Thormaelen, GVRR, P.O. Box 214, Mount Clemens, MI 48043; 313/468-4877 Monday, 313/949-1878 Tuesday-Sunday.

FORT WAYNE, INDIANA, March 21 and 24. Train & Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, 8-foot tables $10 in advance. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

BELMONT, MASSACHUSETTS, March 23. Belmont Kiwanis Train & Model Railroad Show at Belmont High School, 221 Concord Avenue, 10am-4pm. Adults $2.50, children and seniors $1, $6 family maximum. Contact: Tom Morabito, P.O. Box 55, Belmont, MA 02179; 617/783-1555 or 617/484-0112.

TIMONIUM, MARYLAND, March 24. "Transpo '91" Baltimore Transportation Memorabilia Show and Sale, Maryland State Fairgrounds, off I-83, 10am-4pm. Thousands of railroad, steamship, airline, trolley and bus items for sale. Ad-

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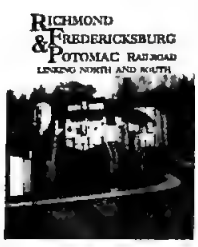

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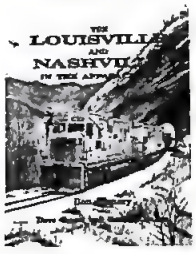

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FRANKLIN SQUARE, NEW YORK, March 24. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-2pm. Buy, sell, trade. Adults $3, under 12 free with adult. Contact: R. Romano, 516/775 4801.

HICKORY, NORTH CAROLINA, April 6-7. 3rd Foothills Toy & Train Show at American Legion Fairgrounds, Highway 64/321 E., 9am-5pm Saturday, 10am-4pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

ELMONT, NEW YORK, April 7. St. Vincent DePaul Famous Train Meet at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Buy, sell, trade. Admission $4, under 12 free with adult. Contact: Frank Deorio, 516/352-2127 or 516/486-6658.

MILAN, OHIO, April 7. Vietnam Veterans of America Train Show & Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Adults $2, under 12 free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

LONDON, ONTARIO, April 13. Forest City Railway Society's 17th Annual Slide Trade & Sale Day at All Saints' Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ontario, CANADA N5C 3J6; 519/485-2817.

ORLANDO, FLORIDA, April 13. Annual Sunshine Railroadiana & Collectors Association Train Show at Central Florida Fairgrounds, 4603 West Colonial Drive, 9am-2:30pm. Models and collectables. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407-646-5056.

BUCYRUS, OHIO, April 14. Bucyrus Model Railroad Association Train Show & Swap Meet at Bucyrus High School, 900 W Perry Street, 10am-4pm. Admission $2, ages six and under free. Operating layouts, videos, memorabilia and more. Contact: John R. Reiter, 6112 State Route 42, Mt. Gilead, OH 43338; 419/946-3280.

COLUMBUS, OHIO, April 14. Buckeye Railroadiana & Model Train Show and Sale at Ohio State Fairgrounds Lausche Building, 10am-5pm. Adults $4, under 12 free. Send LSASE to: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405, 216/755-1914.

WILMINGTON, NORTH CAROLINA, April 20. 2nd Coastal Toy & Train Show at Trask Coliseum, UNC-W Campus, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

ST. LOUIS, MISSOURI, April 20. McDonnell Douglas Railroad Club Railroad Swap Meet at Greensfelder Recreation Complex, 550 Weidman Road, 10am-3pm. Free admission, tables $10. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664 after 6:30pm Central Time.

TOPSHAM, MAINE, April 20. Downeast Railroad Club 10th Annual Spring Show at Mt. Ararar School, U.S. Route 201, 9:30am-4:30pm. Adults $2, ages 6-12 $1, family maximum $5. Contact: Downeast Railroad Club, Box 285, Brunswick, ME 04011; or phone Robert C. Baker, Sr., 207/725-4931 or Eugene Fletcher, 207/729-5227.

KINGSTON, ONTARIO, April 20-21. Kingston Division of Canadian Railroad Historical Association Kingston Rail-O-Rama at Portsmouth Olympic Harbour, 11am-5pm. Adults $3, seniors $2, children $1. Contact: Bill Thomson, R.R. 3, Bath, Ontario, CANADA K0H 1G0; 613/389-9392.

PEORIA, ILLINOIS, April 21. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-4pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615.

LATROBE, PENNSYLVANIA, April 21. Western Pennsylvania Antique & Collectable Show at Rostraver Gardens Arena, 3 miles north of I-70 on Route 51, 15 miles south of Pittsburgh, 9am-3pm. 7am early admission $10. Contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

COLUMBUS, OHIO, May 5. Greatest Collectible Show on Earth at Columbus Fairgrounds, Exit 111-171, 17th Avenue West. 1500 tables of trains, toys, models, comics and more. Tables $30, or two for $55, three for $75, four for $90. For admission and other information contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

DENVER, COLORADO, May 19. First Annual Denver Railroad Memorabilia Show and Sale at Denver Merchandise Mart, I-25 near I-70. Over 200 tables. Admission $4, under 12 free. For information send LSASE to: Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

FRANKLIN SQUARE, NEW YORK, May 26. Railroad Line Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Buy, sell, trade. Admission $3, under 12 free with adult. Contact: R. Romano, 516/775-4801.

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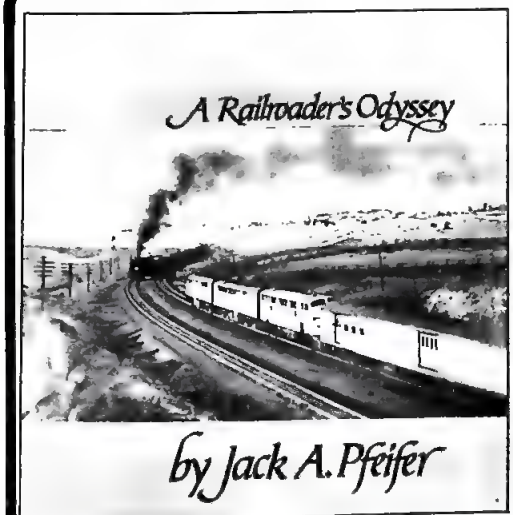

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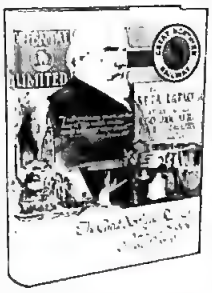

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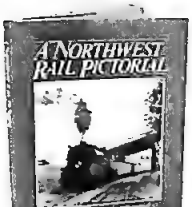

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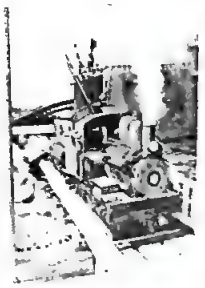

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Transit Currents

NICTD Buys

December 31, 1990, was a time for celebrating at the headquarters of the Northern Indiana Commuter Transportation District in Chesterton, Indiana. The sale of the real estate of the Chicago South Shore & South Bend Railroad by the Anacostia & Pacific Corporation was approved by the Interstate Commerce Commission at approximately 12:30 p.m. Eastern Standard Time on that date. As I spoke with NICTD General Manager Jerry Hanas a few minutes after the ICC gave its blessing, NICTD Deputy Treasurer Mary Jo Dybel was at the Mercantile Bank in Gary, ready to wire the $16.8 million to complete the transaction.

Negotiations between A&P and NICTD were finished by 9:00 p.m. in Chicago on December 28; all that remained was the ICC approval and the wiring of the money. Starting the new year 1991, NICTD will own the South Shore real estate from the Indiana-Illinois state line to South Bend. Several pieces of freight-only trackage will remain in the ownership of A&P. The A&P will continue to own the corporate title Chicago South Shore & South Bend and will operate the freight service on the line. NICTD will be able to use the name South Shore Line for its electric commuter service. A&P will pay NICTD rent plus a maintenance-of-way fee. The money will be used to help NICTD defray passenger operating costs, as well as a portion of the track maintenance expenses.

A month earlier, on November 30, 1990, NICTD sponsored ceremonies of a pleasant nature at the Michiana Regional Airport at South Bend. The event was the symbolic laying of the first track for the extension of the South Shore passenger service into the airport terminal building. Given the prompt arrival of capital funds, South Shore Line passenger trains should be rolling into the multi-modal terminal in 1992. St. Joseph County has put up more than $800,000 toward the project; additional funds are expected from the state of Indiana for the completion of this long awaited project.

Starting February 17, 1991, the South Shore passenger trains began operating a greatly enhanced weekend and holiday service between South Bend and Chicago. Additional seats are also available during the weekday rush hours. At the end of 1990, South Shore trains were carrying just under 13,000 passengers on a typical weekday. NICTD expects ridership, which advanced at a 3.1% rate in 1990, to continue to grow slowly. With luck and some capital, 17 additional electric commuter cars will be stepping through the northwestern Indiana dew late in 1992, and ridership is expected to increase.

Since it began its work in 1977, NICTD has re-equipped the South Shore, renovated and modernized the shops at Michigan City, put in all-new electrical substations and maintained the passenger service. With the purchase of the South Shore real estate, NICTD has now stabilized the railroad commuter service. Ahead lie improvements to stations, completion of the service extension to the Michiana airport and perhaps expansion into other commuter services. As the trustee appointed by the Governor of Indiana to the NICTD, it has been my privilege to be a part of the work since NICTD began. We all look forward to a bright future for The Electric Interstate.

Rail Commuter Service for L.A.

There is already a small commuter rail operation in Los Angeles, and it will probably be joined by a number of other such operations within the next five years. Los Angeles County on October 15, 1990, closed the deal to take over 112 miles of Southern Pacific Transportation Company right-of-way and to operate on another 135 miles of railroad track. The price tag is $450 million. The aim is to build a 350-mile rail network that will link five counties and will help to modify and perhaps help alleviate freeway congestion in southern California. The target date is 2010.

The Santa Fe, as well as the Southern Pacific, has entered into discussion. There will be three routes at first. The Coast main line will operate from Union Station north and west across the San Fernando and Simi Valleys to Moorpark, a distance of 36 miles. The Saugus line will run from Union Station through Burbank to Santa Clarita, a distance of about 40 miles. The longest of the commuter lines will reach eastward from Union Station to San Bernardino, operating down the center of the San Bernardino Freeway and then through Baldwin Park and Claremont. To begin operation on these lines, the Transportation Commission is ordering 17 diesel locomotives and 40 passenger cars.

There is some question as to whether the lines being purchased and the services to be operated are the best ones. Opinion seems to be that one must take what is available at a given time. One of the main advantages is that it is possible to get these commuter rail lines up and running within four years. It might be better in some ways to build from scratch but the costs and time required are daunting. Thanks to John A. Lee for all the good news.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

South Shore

New PATH Facility

The improvement to America's electric traction facilities continues. On October 24, 1990, Port Authority-Trans Hudson dedicated its new $205-million railcar maintenance shop. The facility covers 57 acres and features three train yards, 15 workshops and a number of heavy-lift cranes and hoists. Some of these lifting devices are capable of raising an entire PATH railcar. The aim of the facility is to improve the speed and efficiency of keeping the almost 300 PATH passenger and maintenance cars inspected, cleaned, repaired, and returned quickly to service. The 80-year-old facility at Henderson Street in Jersey City will be replaced by the new one. In the long and difficult period that started with the Great Depression and ran well into the end of the '60s, rail transit was starved for investment. Now we are beginning to see the fruits of the major investments that have been taking place for most of the last 30 years. It takes a long time to come back, but rail transit is getting better set to handle the needs of the American public.

One area that was starved for investment was the Southeastern Pennsylvania Transportation Authority in Philadelphia. With major financial difficulties, SEPTA is now slowly beginning to overcome these problems and make the necessary investments. SEPTA is about to embark on its largest infrastructure improvement for the regional rail commuter system in its history. Subject to improvements will be traction power, track, signals and communications. The first major subject will be the rehabilitation of the main four-track commuter line that was formerly a part of the Reading Company commuter railroad line north from Reading Terminal. This extends between the portal of the Center City commuter rail tunnel and Wayne Junction, a distance of about four miles. There will be rehabilitation, replacement of 26 bridges, a new passenger station to serve Temple University, replacement of the 12 kilovolt overhead electrification system, a new signal power substation, a great deal of improvement of the track and upgrading of the signalling system. The price tag for this work is expected to be more than $200 million and, if all goes on schedule, will be completed by June 1994.

Cleveland PCCs to Buffalo

Twelve former Shaker Heights Rapid Transit PCC cars were purchased by Buffalo's Niagara Frontier Transportation Authority (NFTA) from the Regional Transit Authority in December 1990. They hope to refurbish and rehabilitate them to begin rail service between Buffalo and the Tonawandas. The cars, with a price tag of $500.00 each, will be shipped to Buffalo Metrorail's South Park Yard, where they will be stored for a few years until the money is found for refurbishment and operation. The plan is to operate the cars along a former Conrail line, running the cars from Metrorail's LaSalle Station on Main Street to Fillmore Avenue in the city of Tonawanda. This project is expected to cost about $30 million. The former Conrail line is already owned by NFTA. The total project would include rehabilitating the cars, electrifying the tracks and building shelters at stops.

The trolleys in question were built in 1946 by the St. Louis Car Company and were used originally in Minneapolis and St. Paul. PCCs must be immortal. The line that the cars use may also be tinged a bit with immortality; it was an ex-Erie right-of-way, but it was also used by the International Railway Company's Lockport line and at the Buffalo end for the Niagara Falls high-speed line. Thanks to Joseph R. Lacey for the information.

Flashes

A telephone poll conducted in **SEATTLE** during the summer of 1990 indicated strong support of King County voters to pay a higher sales tax for future transportation improvements, including a new rapid transit system. Twenty percent of those polled indicated that strong support for helping to pay for the package of transit improvements with an indication for a strong preference for a rail system. A more detailed poll will follow in 1991. Thanks to Len Henriksson for the news.

Don Mitchell sends news from **SAN DIEGO** that the San Diego Trolley grade crossing signals have been adjusted to reduce the amount of waiting time for motorists. This has cut down significantly on traffic delays. The Red cars of San Diego are not immune from vandalism and other problems of big cities. San Diego Trolley is now offering $1000 reward to crime stoppers to report vandalism. Security has also stepped up.

The Urban Mass Transportation Administration approved an $11.5-million grant to **CHICAGO**'s Regional Transportation Authority for the second phase of the rehabilitation of the LaSalle Street commuter rail station of Metra. A second grant of $30.7 million is for the Chicago Transit Authority to help pay for the rehabilitation of track and elevated structure on the CTA rapid transit system. Complete rehabilitation of more than nine miles of track on the State Street subway is part of this project as well as the replacement of 900 column bases on the Lake Street and south main line elevated rapid transit structures.

MIAMI-DADE County residents kept their wallets closed and rejected the penny sales tax that would have been used to, among other things, help improve the transit service. Miami-Dade Metro will have another go at it in the future. Thanks to Mitchell Green for the news.

Carl Loucks

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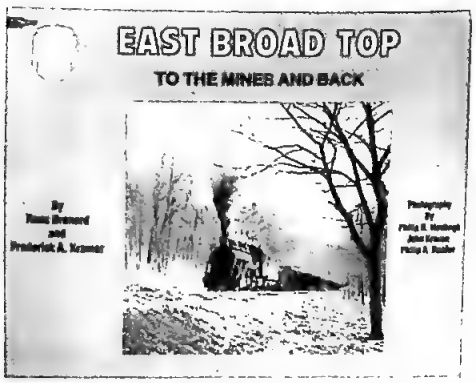

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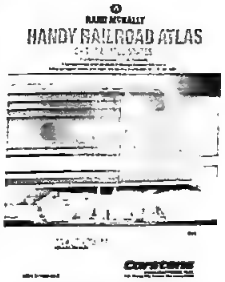

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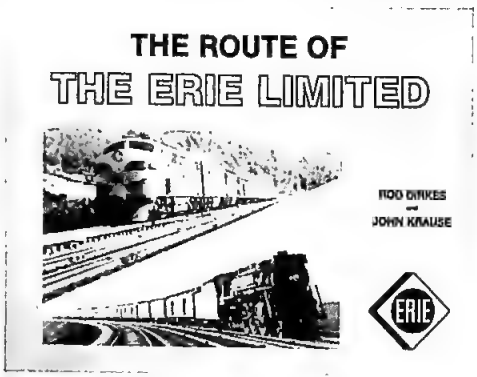

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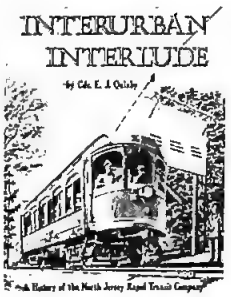

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OREGON & NORTHWESTERN Three West Coast museum groups have acted to preserve four very historic diesel locomotives, Baldwin AS616s 1-4 from the now-defunct Oregon & Northwestern Railroad at Burns, Oregon. O&NW No.1 is going to the San Diego Railroad Museum at Campo, Cal., for use on the former San Diego & Arizona Eastern, a line that for years was ruled by SP Baldwin AS616s and DRS6-6-1500s. This museum has long been looking for a proper-sized diesel with dynamic brakes for use on their passenger trains that use the old SD&AE (now the San Diego & Imperial Valley). O&NW No.1 was built in May 1953 and toured the U.S. as Baldwin-Lima-Hamilton demonstrator "Super" AS616 1601. It was sold to the O&NW in January 1955 and had been the workhorse of the railroad until the line shut down in March 1984.

The Portland-based Pacific Northwest Chapter NRHS purchased O&NW No.2, formerly SP 5239. Built in February 1951, this unit was among the first production order of AS616s. After long use on the SP in branch, road freight and helper service (with now-gone cabless AS616Bs), this unit was sold directly to the O&NW in 1964. It almost went to scrap in November 1990, but the PNW Chapter came through at the last minute. No.2 will join another newly-acquired Baldwin in the rapidly growing collection at Portland, SP S12 2124, which was purchased from a mining company in Alaska. The PNW Chapter is also trying to acquire a representative set of Alco diesels that were previously owned by the Spokane, Portland & Seattle, including the road's first Century 424, SP&S 300.

The Feather River Rail Society of Portola, Cal., purchased the two remaining O&NW AS616s. No.3 is quite historic as it was formerly SP 5274, part of the last order of four AS616s delivered to SP in May 1952. These units were intended to be true road units, but they also were equipped with signal-actuating trolley poles for use in displacing the Pacific Electric's freight motors. They were also the only AS616s equipped with SP's large "ash can" gyralights. No.3 came to the O&NW in June 1968 and was heavily rebuilt by Morrison-Knudsen in the mid-1970s following an electrical fire. O&NW No.4, the other AS616 bought by FRRS, is not only a former SP unit, but it also served on the McCloud River Railroad. It was built in October 1951 as SP 5253 and then was sold to the McCloud River in 1963, becoming that railroad's No.34. It was sold again, (along with a warehouse full of Baldwin parts) to the O&NW in 1969 when MCRR changed from Baldwin power to EMD SD38s. It is expected that O&NW 1-3 will eventually be painted in the SP "Black Widow" scheme of the 1950s by their new owners, while No.4 will eventually get a coat of McCloud River platinum mist and orange/red. All four AS616s will be stored at Hines, Oregon, under guard and behind a fence until movement to their new homes in April or May 1991. The UP branch that connects the O&NW to the outside world has been reopened since suffering severe flooding in 1983 and is now under short line operation.

O&NW caboose 300 was purchased by the Vintage Railway Equipment Co. and will move to Portola for use and display. The wooden caboose was built in 1915 and served as N&W 18121 before being bought by the O&NW in 1946. Because it's too fragile, it will be moved on a flatbed truck — WAYNE MONGER.

LA SALLE & BUREAU COUNTY A piece of northern Illinois short line La Salle & Bureau County labors daily in a scrap yard on the south side of Chicago. Scrap Corporation of America purchased former-LS&BC Baldwin S8 switcher No.8 in April 1990. Local railfans feared that SCA would scrap the unit, but instead the Baldwin began being used as the primary locomotive, displacing a former-NASA GE 65-tonner in need of repairs. SCA does plan to eventually fix the GE but has said nothing about the future of No.8.

The SCA's yard is located off 130th Street a half-mile east of I-94 and near the former-NKP Calumet Yard. Their private right-of-way is visible from public property, and the unit seems to run daily shunting cars for interchange and unloading.

SCA's Baldwin was one of two S8s on the LS&BC roster. Sister S8 No.9 went to Transkentucky Transportation (March '82 R&R) and is reportedly still on the roster — JOHN C. BENSON.

DM&IR SD9 129 During October 1990, Duluth, Missabe & Iron Range SD9 129 was rebuilt at the road's Proctor, Minnesota, shops, with its 567 prime mover upgraded to a 645. Other units are scheduled to get cycled through the shops, too, but the railroad decided to make a special historical item out of the 129 by painting it in the pre-arrowhead scheme of the 1950s and '60s (page 74). As of mid-January 1991, the DM&IR had not yet applied herald decals to the ends and sides of the 129 but was planning to do so by the end of the month. Shops personnel said that no other units will be getting the classic paint job.

The DM&IR has already repowered 19 of its units with 645s and plans to do six more during 1991 and another six in 1992. The rebuilding program, which includes the new 645 power assemblies and the installation of larger fuel tanks on all units (plus the chopping of noses on the high-hood SD18s) essentially completes the fleet conversion which began in 1979 when two 150-series SD9s were rebuilt in this manner and renumbered as the 301 and 302. Six more SD9s were similarly done in 1988, becoming the 303-308, and the units now being rebuilt will also enter the 300 series.

WINNIPEG HYDRO To service their isolated power dam at Slave Falls, Manitoba, Winnipeg Hydro maintains an eight-mile rail line out of Pointe du Bois to transport workers and supplies to the dam. Winnipeg Hydro has a few flatcars, gravel cars, spreaders and a flanger. The motive power, however, is something else. To transport the workers to Slave Falls and back, Winnipeg Hydro uses two railbuses. The regularly used one is a yellow school bus on railway wheels. The second one is a real rarity, a 1922 Mack AC railbus numbered B-1. It has been repowered with an International motor and in the process has lost its distinctive Mack hood and radiator, which are reportedly stored on the property. Hydro is looking to replace the Mack railbus with a new one, as they have been having problems with it, and it doesn't have the capacity they need. So far, nobody has offered anything to Winnipeg Hydro for the railbus, but rumor has it that Mack is looking to buy it back.

Hydro's other powered rail unit is a 1927 Davenport gas-electric engine that has since been converted to diesel. It used to be lettered as No.4, but the number has been removed. The tiny four-axle unit is fitted with a wedge snowplow and serves as motive power for occasional work and supply trains on the Winnipeg Hydro line to Slave Falls — MARK PERRY.

MASSACHUSETTS CENTRAL Great changes are coming to the short line Massachusetts Central. During late 1990, its former Santa Fe GP7u 2069 was repainted in an NYC lightning stripe-inspired blue & gray scheme with "MASS CENTRAL" lettering on the long hood (page 74). Winchester & Western GP9s 709 and 732 have recently arrived on the property in preparation for a proposed expansion of intermodal service. It's not yet known if these units or others will get the same new Mass Central paint as the 2069.

News of CP Rail getting trackage rights over Conrail into the U.S. at Buffalo, N.Y., and elsewhere on the existing Delaware & Hudson routes has hastened Canadian National's plans of renewing its *Rocket* intermodal service between Montreal and Palmer, Massachusetts. Mass Central, whose 21-acre intermodal loading facility at Palmer already does steady business, has been discussing the international service with CN; a decision on the proposed CN-Mass Central connection is expected by mid-1991. If startup is approved, the new Palmer-Montreal service would be routed via St. Albans on the CN subsidiary Central Vermont Railway.

RAILROADS BRACED FOR WAR In light of the January 17, 1991, outbreak of war in the Middle East, many U.S. railroads have beefed up their security with new restrictions and additional police forces at key locations where saboteurs or terrorists might strike. An Amtrak notice urged employees to "remain vigilant for persons in stations, aboard trains and on or about tracks, tunnels and bridges who conduct themselves in a suspicious manner or appear to be bearing firearms." Reports from Philadelphia indicate that a number of railfans have already been arrested around 30th Street Station and Race Street Engine Terminal. In phone interviews with public relations officers of several railroads, R&R found that some companies were hiring added security guards and banning public access to their property while other companies were taking no added security measures at all.

Even if the war is over by the time you read this, the threat of terrorism may require railroads to maintain their heightened security for several months. Railfans should do their part by staying clear of yards, bridges, tunnels and other areas for the duration unless they have permission from the railroad.

TWO KODACHROMES: MARK PERRY

WINNIPEG HYDRO reportedly plans to replace its 1922 Mack Railbus (right), which currently ferries employees to the isolated hydroelectric dam at Slave Falls, Manitoba, via an eight-mile line from Pointe du Bois. On October 12, 1990, the railbus and Winnipeg Hydro's snowplow-equipped 1927 Davenport gas-electric motor (now diesel powered) were seen together (above) at Pointe Du Bois.

KODACHROME: JOHN C. BENSON

LA SALLE & BUREAU COUNTY Baldwin S8 No.8, one of two such units rostered by the LS&BC, was purchased by Scrap Corporation of America in early 1990. It was seen on SCA property (left) on the south side of Chicago on November 17, 1990. LS&BC S8 No.9, meanwhile, is still on Transkentucky Transportation.

OREGON & NORTHWESTERN Baldwin AS616s 1-4, shown stored with O&NW caboose 300 at Hines, Oregon, (below) on October 24, 1990, have been purchased by three West Coast museum groups. The four historic diesels are expected to be shipped from Hines to their new homes sometime in mid-1991.

KODACHROME: WAYNE MONGER

NEW GE UNITS FOR AMTRAK In early January 1991, General Electric announced it had received a letter of intent from Amtrak for the purchase of 52 new diesel-electric locomotives. According to GE, three different models would be produced for the order beginning with 20 3200-horsepower units to be delivered in early 1992. GE says they will be "similar to Amtrak's F40 locomotives" from a power and application standpoint, but their external design will reportedly follow that of the new Santa Fe Dash 8-40BWs, complete with full-width nose, super cab and freight-style long hood with open walkways. In early 1993, GE would deliver 22 4000-horsepower "AMD-103s" for use in long haul service. After that, ten dual-mode AMD-103s rated at 3200-horsepower and equipped for third rail operation would be delivered for service out of New York City. The AMD-103 body design is said to be based on the streamlined German InterCity Express passenger locomotive. (Austin-based Texas FasTrac is studying Germany's ICE design for its proposed high-speed system which would link San Antonio, Dallas-Fort Worth and Houston.) If Amtrak indeed confirms the contract, it would be the passenger carrier's first locomotive order from GE since receiving its 700-class P30CHs in the mid-1970s.

In other GE news, Conrail's second batch of 50 Dash 8-40CWs, 6100-6149, are to begin shipping in late February 1991. After that, the first 50 of 150 Dash 8-40CWs for CSX (50 units each in three years) should emerge around April 1991.

IMPERIAL IRRIGATION 0-4-0T&T A small steam locomotive may soon join the ranks of the living. Imperial Irrigation District 0-4-0T&T 151, last operated in 1938 and on display since 1953 at the Mid-Winter Fairgrounds in Imperial, California, is being overhauled and readied to steam for the first time in more then half a century. Removed from the park on December 29, 1990, by the Holton-Inter-Urban Railway Society, the locomotive and tender were brought to private property in El Centro, Calif., for the rework. "We're going to keep plugging away on her until she's ready," said Society member Jack Neville of Burbank. The intent is to have the locomotive running in time for the California State Railroad Museum's 10th Anniversary in May. The locomotive and tender will be sent via flat car.

One of the more interesting aspects of this locomotive is its tender, believed to be of 1880s vintage from the Southern Pacific. According to Neville the Holton Inter-Urban Railway had three SP locomotives, all 4-4-0s and all scrapped at Holtville. He believes that IID converted the tender to a "slope-back," or that it came from SP of Mexico 0-6-0 1069 on its way from Mexico to Sacramento for scrapping.

The 0-4-0T was built in 1918 by Alco/Cooke for stock, and it was sold to California's Imperial Irrigation District for $18,000 in 1926. She last saw regular service in 1935 but was retubed in 1940 at the possibility of seeing service. The call never came, and it was stored at a gravel pit until 1946 ending up at Mid-Winter Park in 1953.

AMERICAN-EUROPEAN EXPRESS With an eye for expanding its service and increasing business, the luxurious American-European Express has suspended both of its regular New York and Washington to Chicago via-Pittsburgh routes, where AEE cars rolled behind regular Amtrak *Broadway* and *Capitol Limited* trains. In February 1991 it will inaugurate a single New York-to-Chicago train via Washington and Cincinnati. Except for the electrified New York-to-Washington portion, the new AEE *Greenbrier Limited* train will use its own locomotives to run over the route of Amtrak's tri-weekly *Cardinal* on that train's "off" days and on a slightly different schedule. A feature attraction of the new route is the posh Greenbrier Resort which AEE is promoting and riders can access at White Sulphur Springs.

For locomotives, AEE has purchased a pair of E-units: Wisconsin & Southern E8 801 (former-Metra/C&NW 522, nee-C&NW 5021B), and Scenic Rail Dining E9 10C (former-Alaska Railroad 2402, Amtrak 434, Milwaukee Road 32A/nee-202A).

The new service was inaugurated on December 21, 1990, when the *Inaugural Expedition* departed Chicago Union Station stopping at Indianapolis, White Sulphur Springs (Greenbrier Resort) and Washington, D.C. For motive power on the first runs, AEE leased all four CSX "Clinchfield Fs" (116-119) and MARC F9PH 85. AEE trains have been running with FP7 116, F7B 117 and MARC 85, while CSX 118 and 119 have been filing in for the MARC unit on commuter trains.

Since then AEE has run other excursions over the CSX route and has several planned to be run by the time you read this. The full twice-weekly *Greenbrier Limited* schedule is to begin on February 26, 1991, with AEE trains running eastbound on Tuesdays and Fridays and westbound Sundays and Thursdays. The New York-to-Washington segment will include AEE cars behind Amtrak trains, and the Washington to Chicago segment with be a dedicated AEE move. Eastbound trains depart Chicago at 7:20 p.m. and Washington at 5:20 p.m, with arrival in New York at 8:48 p.m. The westbound trip departs New York at 10:30 a.m. and Washington at 2:45 p.m., with arrival in Chicago the next day at 11:10 a.m. Eastbound moves will be on Amtrak's *Congressional* 186 on the Northeast Corridor and operate as No.2 on CSX; westbound moves will be CSX No.1 and on Amtrak *Congressional* 183.

The American-European Express trains have been regarded as among the most luxurious in the world, and ridership has been averaging roughly 50% of capacity. Round trip fares for the new service between New York and Chicago start at $645 and between Washington, D.C., and Chicago at $545.

Switching to primarily its own equipment and to a route that includes the luxury Greenbrier resort and such scenic highlights as the New River Gorge (in daylight eastbound) will hopefully increase ridership to where the train can turn a profit. AEE President William F. Spann was quoted as saying: "When you're in business for a year, you learn a lot. And if you lose $3 million, you learn a lot more."

OKLAHOMA SPECIALS During November 29-30, 1990, a series of passenger excursions marked the finale of Oklahoma's year-long, state-wide "Homecoming '90" celebration. Two trains, comprised of cars from the Cotton Belt Railway Historical Society, area museums and the Kiamichi and Santa Fe railroads, operated on BN trackage using BN power. The first run, billed as the *Catoosa Chief*, departed Miami, Oklahoma, on November 29 and headed west to Tulsa. Then on the 30th, the train continued out of Tulsa to Oklahoma City as the *Sapulpa Chief*. Also on the 30th, a second train departed east out of Altus, Oklahoma, as the *Cyril Chief*, meeting the *Sapulpa Chief* at Oklahoma City. Department of Tourism & Recreation officials estimate some 4000 people rode the trips; the two November 30 trips were sold out. The state is optimistic that similar trips can be offered again in 1991.

CSX SWITCHERS In testimony of the versatility of the new CSX livery, some MP15s have been outshopped with the paint scheme facing different directions. As examples (page 2), MP15AC 1171, former-SCL 4201 built in 1978, is set up in the normal fashion to run long hood forward, and the yellow "nose" of the livery is in the front. However, MP15T 1223, which was delivered to Seaboard System in 1984 as another long-hood-forward unit, has been modified to run "glass end" forward, and its yellow front properly adorns the cab end of the unit.

SEMINOLE GULF On January 5, 1991, the Seminole Gulf Railway kicked off its new dinner and excursion trains between Naples and Fort Myers, Florida. The three-car dinner train (page 2), pulled by a Seminole Gulf ex-C&O GP9, features two ex-CP "Canadian Flyer" coaches converted to dining cars, and a Budd-built stainless steel baggage-coach which serves as a lounge car and commissary. Food is prepared off the train. Dinner excursions operate Wednesday through Sunday, leaving a new terminal at North Naples at 6:30 p.m. (6:00 p.m. on Sunday), running 22 miles to South Fort Myers and returning in about three hours. The dinner train ride includes a five-course meal; the fare is $44.95 per person plus liquor and gratuity.

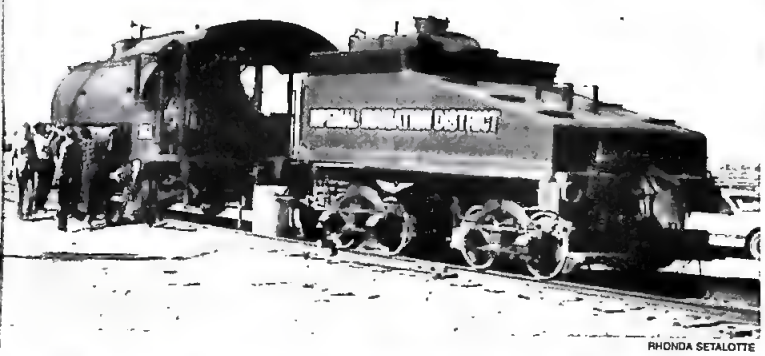
The railroad also offers a Sunday brunch train and a music festival train using the dinner train equipment. The brunch train leaves Naples at 10:30 a.m. and runs to North Fort Myers, crossing the picturesque Caloosahatchee River drawbridge en route. Brunch train passengers are bused back to Naples, and the equipment returns south as the music train, leaving North Fort Myers at 2:00 p.m. The Sunday brunch train costs $37.50 for adults, $34.00 for kids.

In addition, two-hour excursion trains operate three times daily except Monday and Tuesday, using de-motored RDC coaches between Naples and Fort Myers. The fare is $13.95 for adults and $7.50 for children; light food service is available. For reservations or more information, phone Seminole Gulf at 813/566-2424 or 813/275-8487 — WALT LANKENAU.

ALEX MAYES

AMERICAN-EUROPEAN EXPRESS debuted its New York-Washington-Chicago service with a series of inaugural runs, including a New Year's Eve special from Washington, D.C., to the Greenbrier Resort at White Sulphur Springs. The train is shown on New Year's Day near Orange, Virginia, en route back to Washington with CSX FP7 116, F7B 117 and MARC F9PH 85 on the head end.

IMPERIAL IRRIGATION 0-4-0T&T 151 earns its unique classification by being a tank engine equipped with a tender. Built in 1918 by Alco/Cooke, it's currently undergoing restoration at El Centro, California, (below) by the Holton Inter-Urban Railway Society, which hopes to have the engine and tender in shape to be shipped by flatcar to Sacramento for Railfair '91.



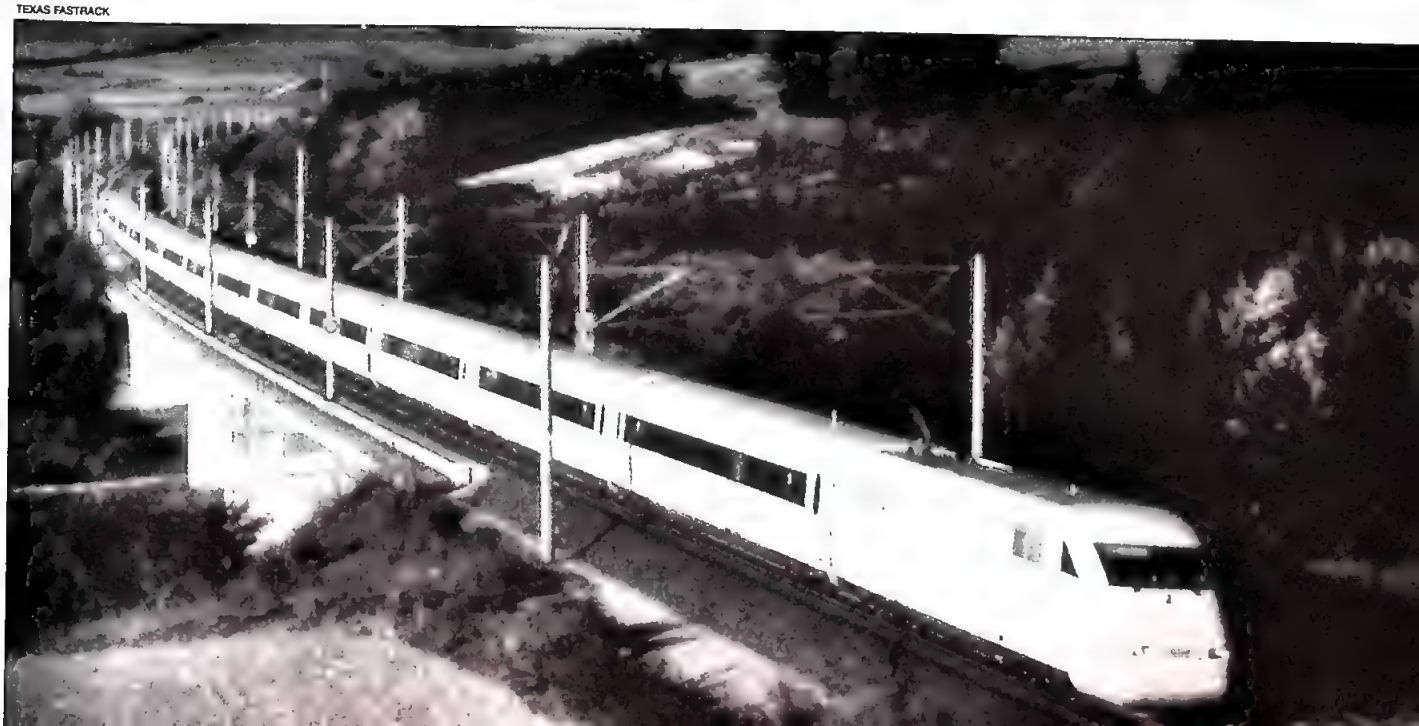
RHONDA SETALOTTE

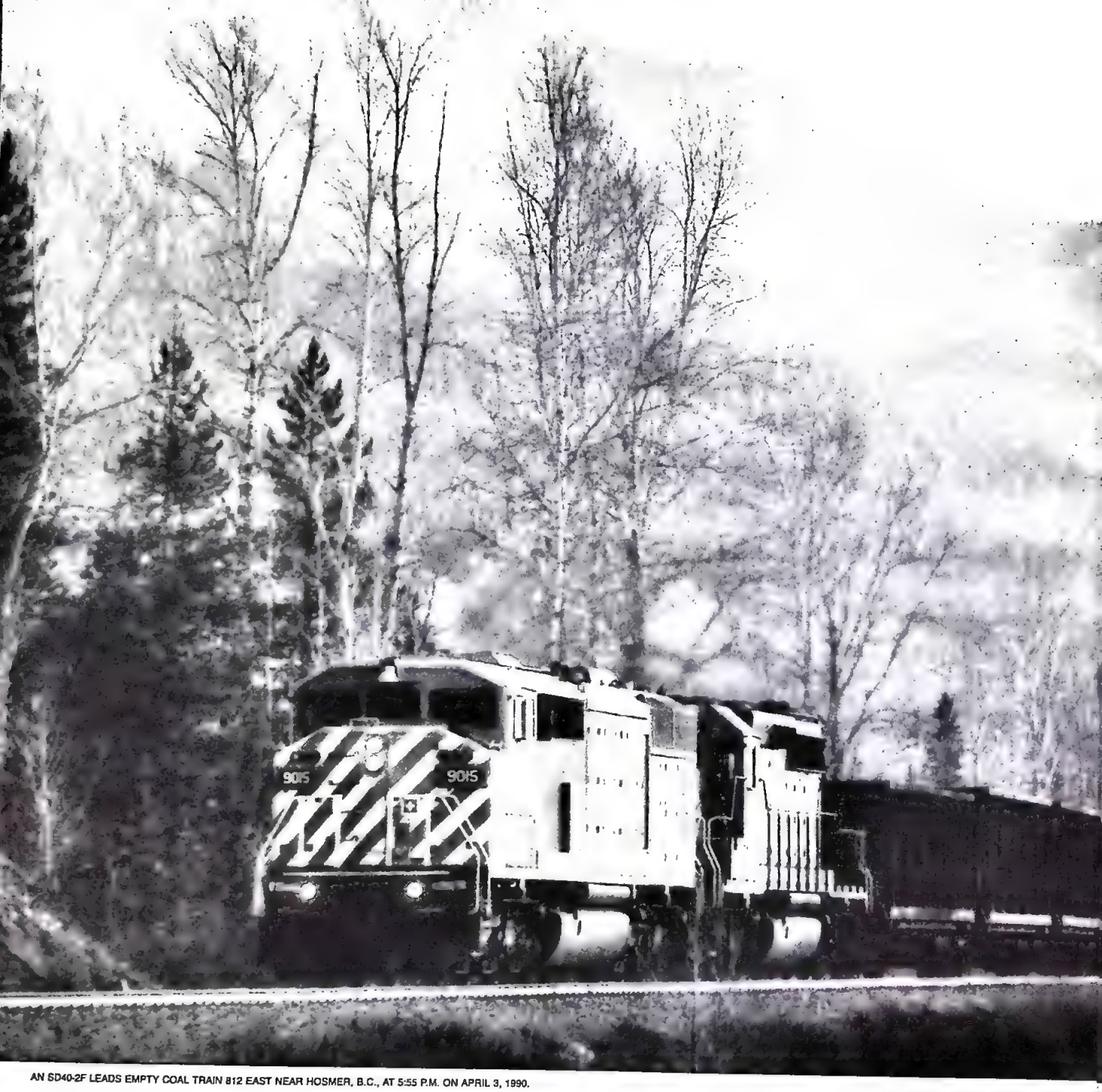
CURTIS WAGNER

OKLAHOMA SPECIALS were operated on the BN on November 29-30 as part of a year-long state-wide series of tourist promotions. On the 29th, the *Catoosa Chief* was westbound at its namesake town.

NEW GE UNITS FOR AMTRAK called "AMD-103s" will reportedly look much like the German ICE passenger locomotives (below). The ICE design is also being considered for a proposed high-speed rail line which would link San Antonio, Dallas-Fort Worth and Houston.

TEXAS FASTRACK





AN SD40-2F LEADS EMPTY COAL TRAIN 812 EAST NEAR HOSMER, B.C., AT 5:55 P.M. ON APRIL 3, 1990.

Part Two: CP's unit coal train operations

Canadian Pacific's southern route through British Columbia, built in stages from the southern Alberta prairies west over Crowsnest Pass, through Cranbrook, B.C., and across several harsh mountain grades to reach Vancouver, has over the decades been in slow retreat from its west end. In fact, it's the western half of this route that required the greatest effort and expense both during its construction and in its years of operation. Running close to the United States border, the southern route managed to halt the northward encroachment of American railroads like the Great Northern while providing an alternative to CP's original and more northerly route through Calgary, Revelstoke and Kamloops. In December 1914, 40 years before the first of the line closures on the southern route's west end, CP affiliate Kootenay Central Railway completed a line running north from the middle of the southern route at Colvalli on up through the Columbia Valley to connect with CP's northern route at Golden. Built as a branch to tap what was perceived as a region with great agricultural potential (farming eventually didn't succeed in the Columbia Valley, and the area was left to the timber trade), the Kootenay Central at first performed mostly as a through route for lo-

Crowsnest, Cranbrook and Coal

PHOTOGRAPHY: BRUCE KELLY, EXCEPT AS NOTED

by Bruce Kelly

cal traffic between CP's two main lines. It's said that CP had plans of abandoning the KCR during the early 1950s, but when landslides severed a western segment of the southern route at Coquihalla Pass in 1959, CP chose to keep the KCR as an alternate outlet to the north and west for markets in southern British Columbia and Alberta.

Any lingering doubts CP may have had about the KCR line (now named the Windermere Subdivision) were dashed in the late 1960s when several Japanese steel mills signed purchase agreements for huge amounts of coal to be mined on the west slope of the Rockies near Sparwood, B.C. Shipment of this coal west to export docks near Vancouver would involve the old Kootenay Central and other CP lines, and in coming years, two new branches would be built off the southern route in the Sparwood area just west of Crowsnest Pass to serve four more coal mining sites, with operations expanded to include utility companies and steel mills around the Great Lakes. As stated in Part One of this story, the modern-day coal boom in the southern Canadian Rockies has been the key factor in the survival of what remains of CP's southern route. Appropriately enough, coal is exactly what CP had been aiming for when its southern route first penetrated Crowsnest Country just before the turn of the century.

The Battle for Black Gold

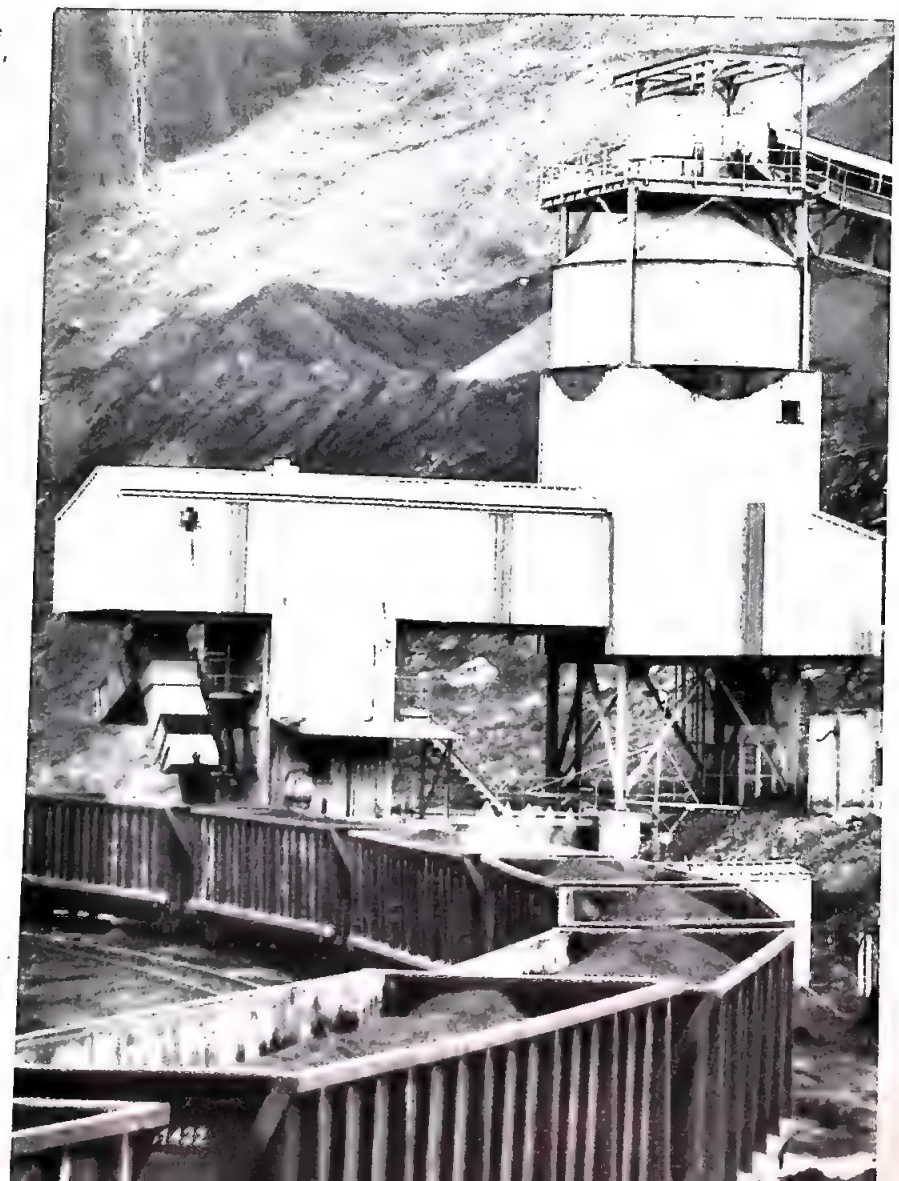
By the 1870s, before most railroads had laid any track into the Crowsnest-Cranbrook area of southern British Columbia, silver and other precious metals had been discovered in the lower mid-section of the province. To the east, meanwhile, on both sides of the Continental Divide around Crowsnest Pass, seams of soft bituminous coal were found. Affiliates of the Great Northern were building north from Washington and Idaho into the Canadian silver and copper country by the 1890s, but it was the CP which first reached the Crowsnest coalfields in 1898. Under the charter of the British Columbia Southern Railway, CP pushed its southern route west from the Alberta plains, straddling Crowsnest Pass and aligning itself through the center of the coal strikes before reaching Cranbrook and Kootenay Lake. Securing a route to the minerals around Kootenay Lake and blocking further intrusion from the GN were CP's primary concern; capturing the coalfields was an added bonus whose greatest potential would not be realized for another 80 years. Construction of the BCS portion of CP's southern route was backed in part by the Canadian government, which provided the railroad with cash and more than three million acres of coal- and timber-bearing land. As projected costs for the grading over Crowsnest Pass soared, CP gained further subsidies by granting back 50,000 acres of its coal properties and by signing the legendary Crowsnest Agreement which locked the railroad into a fixed half-cent per ton-mile rate for hauling westward grain on the BCS line, plus similar low rates for other commodities. Despite its association with grain, the Crow Rate would weigh heavily into CP's coal prosperity in the decades to come.

At the turn of the century, coal served two main large-scale purposes in the Northwest: to fuel railroad locomotives and to fuel smelters (after being pre-heated into highly-combustible coke) for the processing of metal ores. From CP's standpoint, the easiest part of the coalfields to exploit was at the on-line site of Michel, which sat in a narrow canyon between Crowsnest Pass and the present day town of Sparwood. Mining began in 1899 in the mountain walls surrounding the CP main line, and a company town, coal tipple and coking ovens all sprang up rather quickly. Other on-line mining towns were built in Alberta on the east slope of Crowsnest Pass at Coleman, Frank (later a junction with the seven-mile Frank & Grassy Mountain Railway), Blairmore, Hillcrest and Bellevue. In 1900, the area's first significant coal branch was built by CP from its main line in Fernie (south of Sparwood) east six miles to Coal Creek to expedite shipment of coal down to the coking ovens which had already been at work in Fernie for about a year. Then in 1901, Great Northern affiliate Crows Nest Southern Railway built another branch south of Fernie from the CP main line at Morrisey east five miles to coal deposits at Carbonado. This was the spearhead for GN's invasion into the Crowsnest coal fields. The CP and CNS branches were soon leased to another GN associate, the Morrisey, Fernie & Michel Railway. To tie it all together, the CNS built from the U.S. border north to Morrisey in 1902, alongside the CP main line to Fernie in 1904 and finally

all the way to Michel by 1908. Coal off the CNS line was channeled onto the GN main line at Rexford, Montana, for shipment west to smelters north of Spokane, Washington. The Canadian coal also wound up in the tenders of GN steam locomotives.

Another American company with eyes on Crowsnest coal was the Eastern British Columbia Railway, incorporated by Daniel Corbin in 1908. Corbin had been the front man for a couple of GN's mineral branches into the Nelson area and in 1906 had built the Spokane International (now Union Pacific) line from Spokane north through Idaho to link up with the CP's southern route. The SI had its own locomotives to fuel, and the GN hadn't totally sewn up the Spokane region's coal market, so Corbin went after his own chunk of Canadian coal by building the EBC from the heel of McGillivray Loop, the wild hairpin curve on CP's Crowsnest Pass grade (covered in Part One), south along Michel and Corbin Creeks twelve miles to where the mining town bearing Corbin's name was formed. Following its completion in 1909, the EBC shipped its coal via CP's southern route to the SI/CP interchange at Kingsgate, B.C., and Eastport, Idaho.

Economic and natural disasters took their toll on the Crowsnest coal mines and their associated rail lines beginning in the 1920s. The very commodity which drew everybody into the region was being made less important as a post-World War I industrial decline set in, and as railroads began fueling their engines with oil rather than coal and ultimately dieselized altogether. Gas explo-



slides at two of the mines on the east side of Crowsnest Pass in Alberta during the early 1900s cost the lives of more than 200 men and led to a gradual decline in coal production there. The first rail abandonment came in 1920 when a shutdown of several mines forced the closure of Morrisey, Fernie & Michel's branch from Morrisey to Carbonado. Then in 1926, GN's Crows Nest Southern closed its northern end from Elko to Michel (much of Canadian Highway 3 now lies on the old CNS/GN roadbed here). CNS trains still served Fernie via trackage rights on the CP until the remainder of the CNS was abandoned from Elko south to the U.S. border in 1937. MF&M's CP-built branch between Fernie and Coal Creek survived until mining there halted in 1957, a noble accomplishment considering Fernie had been almost totally wiped out by forest fire in 1908. For the Eastern British Columbia Railway, it was a forest fire in 1931 and labor unrest in 1935 that knocked out the Corbin mining operations and EBC's rail line with a one-two punch.

Following this period of ongoing abandonments, the only Crowsnest tipples still filling coal cars for Canadian Pacific were those built on line at Michel, Coleman and Blairmore, but these too wound down during the 1960s. According to CP, Coleman and Blairmore no longer ship coal by rail, and all that remains of Michel are vacant, seemingly bombed-out foundations and brick walls surrounding Highway 3 and the CP main line for half a mile.

Enter the Japanese

By the late 1960s, the vast majority of the coal known to exist around Crowsnest Pass had yet to be unearthed. Railroads rostered fleets of diesel locomotives, and the biggest consumers of coal — the factory towns of the East — received all the fuel they needed from mines in such states as Pennsylvania and West Virginia. Meanwhile, Japan and other countries in the Orient were finished with reconstruction of their war-torn cities and steadily rising toward industrial might. Seven Japanese steel firms signed contracts with Kaiser Coal Limited in 1968 for the delivery of more than 40 million tons of coking coal over a 15-year period from Kaiser's new open-pit Elkview mine which was being built near Sparwood. Similar contracts were signed with mines located near Jasper, Alberta, just east of Canadian National's crossing of the Rockies at Yellowhead Pass. For CP Rail, whose existing lines would link Kaiser Coal with a Pacific seaport, the first step in reaping this new harvest of coal was to build a 1.5-mile spur from its southern route at Sparwood northeast to the Elkview facility, where a loop track would guide trains through loading silos which receive processed coal from a massive

Crowsnest, Cranbrook and Coal

hillside complex. Next, a coastal export terminal had to be built at Roberts Bank on the delta of the Fraser River south of Vancouver, B.C., combining a short section of existing GN trackage with a new spur which, when opened, would be used jointly by CP and the merger successor to GN, Burlington Northern. Finally, CP's route of choice for the coming parade of coal trains — west to Fort Steele on the southern route, north to the original transcontinental main line at Golden and west over the Selkirks and down the Fraser River to Vancouver — called for a major upgrading of the Windermere Sub between Fort Steele and Golden as well as other key lines, with heavy welded rail, new sidings to accommodate meets and some segments of second main track to be installed over several years.

In addition to all this work on its fixed plant, CP needed to create unit trains for dedicated coal service. Since late 1967/early 1968, short 2200-ton trains of conventional hoppers had been moving export coal west from Coleman, Alberta, but Kaiser's production at Elkview required something much, much bigger. New 105-ton capacity bathtub gondolas were purchased and assembled in trains of about 90 cars, with rotary couplers enabling each car to be inverted for emptying without being uncoupled, thus speeding the process of transloading into ships or storage structures at port. With many a mountain to cross en route to the sea, these 10,000-ton monsters would pull drawbars out left and right with all their horsepower placed on the head end. Pushers were available to help heavy trains up the 2.4% in the Selkirks, but how could coal be moved economically up and down the numerous 1% grades elsewhere on the railroad without excess locomotives and crews? CP essentially divided the four to six SD40s (and later, SD40-2s) required by each train into two sets, with one set placed permanently at mid-train. Unmanned, the mid-train "slave" set could be controlled from the head end by using Locotrol radio technology, which transmitted signals from the lead unit back to a Robot Control Car coupled with the slave set. In the 1980s, the more advanced and compact Locotrol II remote control telemetry gear was installed inside the short hood of SD40-2s assigned to slave service, eliminating the need for the mid-train receiver cars. With CP's coal trains now averaging 110 cars and 11,000 tons, the remote slave concept is clearly here to stay.

For a brief time, Kaiser's dealings with the Japanese resurrected the ghost of CP's old rival, the Crows Nest Southern Railway. A modern GN offshoot, the Kootenay & Elk Railway, was organized to essentially rebuild the old CNS line from Sparwood south to the U.S. border; from there GN could roll the coal

COAL MINES in the Crowsnest region range from the giant Elkview plant **(left, above)** where an SD40-2F is leading a train through the loading silos, to the smaller facility at Corbin **(left, below)** where coal is poured from a chute and then sprayed down to prevent coal dust from blowing out of the cars. Light snow falls on Coleman, Alberta, **(below)** on April 4, 1990, as Train 844 descends from Crowsnest Pass, which can be seen in the distance as a wide opening in the Canadian Rockies.

west on its main line to the Pacific with less distance and generally easier grades than CP. Through 1973, the K&E fought in court with the Canadian government and CP Rail for permission to build. K&E's legal defeat was mute since CP had already moved the first of its Sparwood-Roberts Bank coal trains in April 1970, and shipments were continuing at the rate of one or more trainloads a day.

With its railroad revamped to handle coal traffic to the coast, CP decided to get in on the action by opening a mine on coal property it had owned since the turn of the century. Subsidiary Fording Coal Limited developed the new open pit mine near Elkford, B.C., which CP reached in 1972 by building 32 miles of additional line north from the Elkview mine to Fording. CP's Fording River Sub was built to main line standards with welded rail on a 1.8% maximum grade climbing north along the west face of the Rockies. Like Elkview, Fording's coal was also exported west to Japan. Soon, however, the demand for low-sulphur coal among the Pacific Rim nations and among Eastern utilities conforming to newly-enacted anti-pollution laws was such that two more mines and loading tracks were opened along the 33.8-mile Fording River Sub in 1982: Crows Nest Resources at Line Creek (MP 9.9) and Westar Mining at Greenhills (MP 21.4). Short sidings at Harmer (MP 8.2) and Clode (MP 20.1) were installed to give coal train crews a place to set out any bad order cars and to provide a safe place for maintenance machines to duck into the clear.

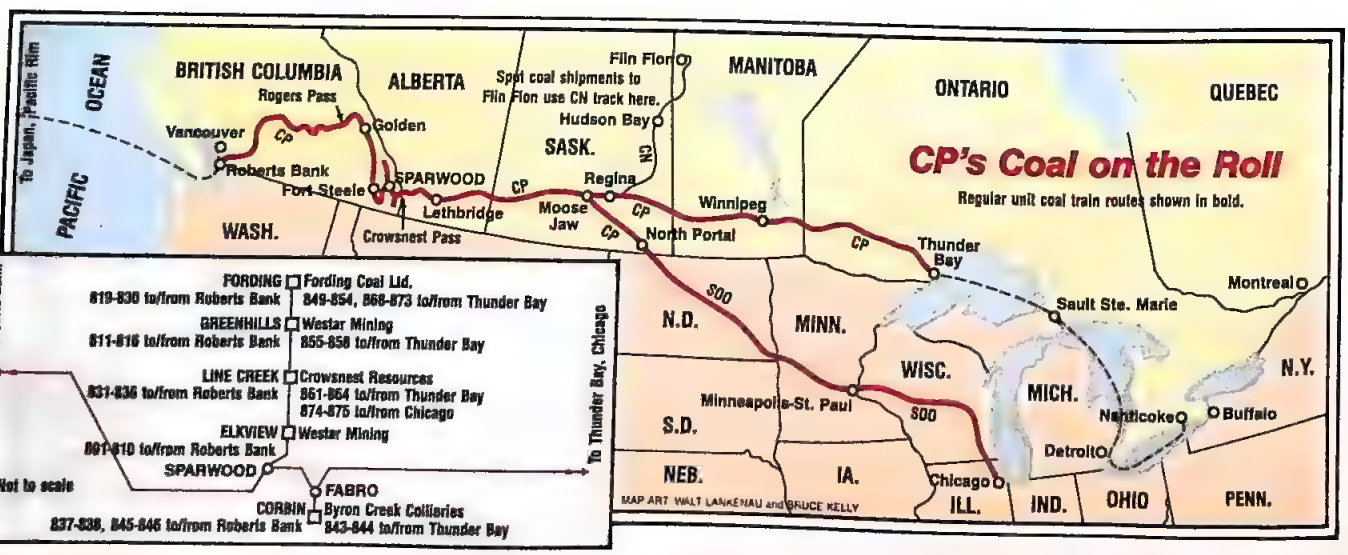
Reviving the EBC

CP Rail's second modern coal branch in Crowsnest country came about when Ontario Hydro's electrical generating plant in Nanticoke, Ontario, contracted for a 15-year shipment of more than 22.5 million tons of coal from Byron Creek Collieries. Fortunately for Byron Creek, there was that much and more waiting to be dug up on its vast property surrounding the old mine town of Corbin, which had all but vanished in the 1930s. However, the Eastern British Columbia Railway's 12.6-mile line connecting Corbin with the CP southern main line was long gone, too. Once again, CP was willing to do its lucrative part as the mover of coal. Built to the same high standards as the Fording River Sub, CP's Byron Creek Sub was opened in 1978, its heavy welded rail laid down almost entirely on the old EBC right of way. From Corbin, loaded trains descend a 2.9% ruling grade north to the CP main, where a setout track and wye, named Fabro, were built with the connection for eastward movements, while the connection for westward movements was named McGillivray. The first unit trains rolled off the Byron Creek Sub in September 1978 at the rate of one per week, but by early 1979 the Corbin mine was sending out two or more trains weekly, all climbing east over Crowsnest Pass before thundering 1300 miles across the Canadian plains to Thunder Bay, Ontario, where the coal is transferred to lake boats for shipment across Lake Superior, through the Soo Canals at Sault Ste. Marie, south over Lake Huron to Detroit and finally east across Lake Erie to Nanticoke.

Coal vs. the Crow

Even as CP Rail's Fording River and Byron Creek Subs had been in their planning stages, elements from the railroad's past and present collided in such a way as to possibly doom the future. That relentless Crow Rate, borne from the Crowsnest Agreement which funded CP's 1890s expansion into southern British Columbia in exchange for fixed rates on hauling grain and other goods, had weathered many attempts by the railroad to wiggle out of its ancient commitment. In the 1950s, CP managed to stay afloat with the puny half-cent per ton-mile it earned moving grain by running longer trains (made possible by dieselization) and by deferring maintenance on many of the grain-gathering

Crowsnest, Cranbrook and Coal



branches. But when coal began moving en masse out of the Crowsnest fields in the 1970s, CP's Western lines — particularly the main line over Rogers Pass west of Golden, British Columbia — wound up handling nearly double their intended traffic capacity. Even export grain shipments had grown to a point that the Crow Rate rendered them unprofitable. With the vast majority of its tonnage heading to Pacific ports, CP initially eased the traffic burden with double trackings and line relocations that reduced all westbound grades between Calgary and Vancouver to 1%. All except, that is, for the 2.4% climb up the Selkirks at Rogers Pass, between Golden and Revelstoke. Driven into debt by the Crow Rate, CP at first couldn't round up lenders for the projected $600-million cost of improving this mountain bottleneck. CP took the Crow to court, and in the best interests of the railroad, its shippers and the nation as a whole, Canada passed the Western Grain Transportation Act in November 1983, effectively killing the restrictive Crow Rate.

CP Rail was a sound investment again, and the work which had begun

TRAIN 844 creeps around the loop track at Corbin, B.C., (**above**) on April 4, 1990, as Byron Creek Collieries loads its 94 cars. Later, with dynamics and brake shoes heated by the 2.9% descent from Corbin, 844's four head end SD40-2s and two mid-train slaves bring the train of soft coal down off the Byron Creek Sub (**below**) and ease toward the main line connection at Fabro, about to climb east over Crowsnest Pass.

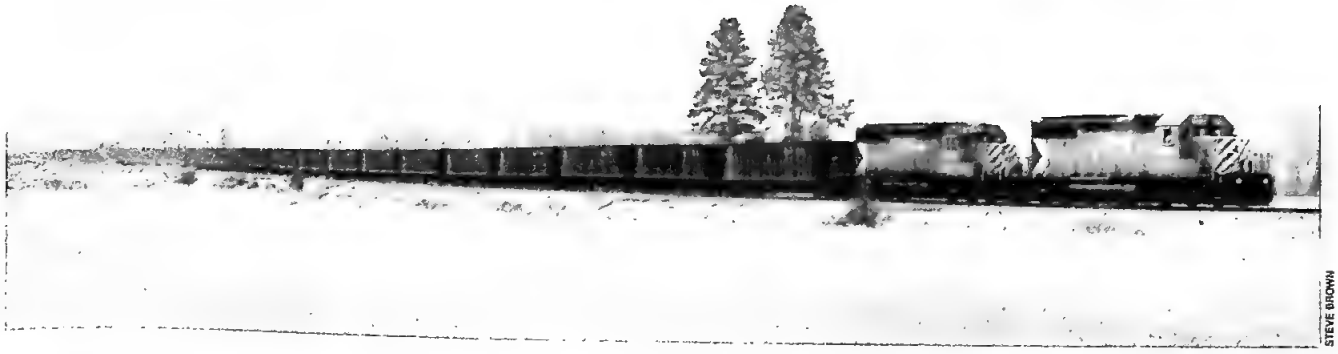
on Rogers Pass in 1981 now shifted into high gear. To reduce the westbound grade to 1%, a new line was engineered through the Selkirks by way of the 9.1-mile long Mount Macdonald Tunnel, passing beneath CP's older five-mile long Connaught Tunnel which in 1916 had eliminated the snowsheds, steep grades and hairpin loops of the original 1885 line across the top of Rogers Pass. (Mount Macdonald Tunnel ranks as the longest railway tunnel in North America, followed by BN's Cascade Tunnel in Washington and Flathead Tunnel in Montana, both roughly seven miles in length.) The new 1% grade up Rogers Pass has enabled CP to abolish the four- and five-unit pusher sets that were once added there to westbounds, so loaded coal trains march through Mount Macdonald Tunnel on their own, returning empty from Roberts Bank by way of the older and steeper route through Connaught Tunnel.

800s Across Canada

CP Rail moved 20.8 million tons of coal, a record for them, in 1988 and again in 1989. Stephen Morris, manager of public affairs for CP in Vancouver, expects 1990's final tabulation will again reach at least 20 million. Keeping all this coal on the roll are an average of 18 CP unit trains which Morris says are "in the circuit" at any given time between the five Crowsnest area mines and their destinations. The trains run as 800-series symbols (odds westbound, evens eastbound) which represent the particular mine they're running to or from, as well as the scheduled shipment they're carrying. Because of fluctuations in mine output, electricity consumption and steel production, the number of coal trains being loaded varies from week to week; Elkview may load three trains in one day, whereas Corbin may load as few as one or two a week. In actual operation, loaded trains often appear on CP lineups as paired symbols, with one train running to Roberts Bank as, say, the 821/823 and returning empty as the 822. Trains 801-810 cycle between the huge Elkview mine (now owned by Westar Mining) and Roberts Bank, making each round trip in about 89 hours. Also carrying loads west to Roberts Bank and returning east empty are trains 811-816 for Westar's mine at Greenhills, 819-830 for Fording Coal Limited at Fording, 831-836 for Crowsnest Resources at Line Creek and trains 837-838 and 845-846 for Byron Creek Collieries at Corbin. Trains handling coal east through Regina and Winnipeg to Thunder Bay and returning empty are 843-844 from/to Corbin, 849-854 and 868-873 from/to Fording, 855-858 from/to Greenhills and 861-864 from/to Line Creek. Line Creek also ships coal destined for Inland Steel near Chicago on train 874, with empties returning as 875. The 874 exits Canada at North Portal, Saskatchewan, and travels on Soo Line trackage through Minneapolis-St. Paul en route to Chicago.

Sparwood is CP's nerve center for the Crowsnest mine operations. The process of advancing 110 cars through the loader at 50 feet per minute (locomotives in coal service have automated control for speeds below 1 m.p.h.) with occasional breaks in coal dispensing can take up to four or five hours, so loaded trains coming off the Fording River or Byron Creek Subs often make a crew change at Sparwood, where a modern, 32-room company dormitory houses crews between runs. West of Sparwood, fresh crews are frequently taxied to Fort Steele to relieve outlawed crews. Beyond Fort Steele, coal trains are given quick run-through servicing at Golden, with ground vehicles providing fuel and inspection so that the train can remain intact. One or two more road units are added to the head end at Golden for the mountain grades west to Kamloops. On unit coal trains heading east from the mines, four road units, in addition to the usual two mid-train slaves, are used to battle the 1.4% up Crowsnest Pass.

The 800-series symbols launched from Crowsnest country aren't the only coal movements on CP Rail. A mine at Bienfait, Saskatchewan, just east of the CP/Soo interchange at North Portal, ships thermal coal by rail to Thunder Bay. When a consumer's co-op in Regina, Saskatchewan, recently contracted to export 20,000 metric tons of stockpiled petroleum coke to Japan via Roberts Bank, CP simply diverted a couple of its regular unit coal trains which were returning from Thunder Bay and had them pick up the Regina coal for forwarding west. Also, spot coal has at



STEVE BROWN

CP's ALCAM test train was northbound at Skookumchuck, B.C., **(above)** on August 15, 1990, with three lone slave units spaced out at 20- and 30-car intervals. Conventional mid-train slaves, heading away from the camera toward Elk River Bridge No.1 **(left, below)**, help ease the loads of Train 821/823 down off the Fording River Sub's 1.8% grade near Harmer on April 4, 1990. On April 3, 1990, a CP Rail caboose **(below)** brings up the rear of Train 821/825 rolling west through Olson, B.C.

times been loaded into conventional hoppers at Corbin and taken east to Regina in CP road freights and handed to CN for final delivery to Flin Flon, Manitoba.

The Future

The delivery of 25 new SD40-2Fs (9000-9024) from GMDD during 1988 and 1989 were in part a sign of CP Rail's further commitment to coal. A few displayed prime mover troubles upon arrival, but the bugs have since been worked out, and the big cowled units now work main line jobs west of Calgary. Equipped with Locotrol II slave master gear and auto speed control for coal loading, the SD40-2Fs get point status on unit coal trains, putting them where crews can enjoy the Draper taper carbody design, comfort cab interior and desktop style controls.

The SD40-2Fs may soon become part of what is turning out to be CP's biggest coal-oriented project since the building of the Fording River and Byron Creek Subs. ALCAM (Advanced Locomotive Control And Monitoring) is the name of a new system for operating unit trains which CP has been evaluating since early 1990. Its main goals are to reduce drawbar stress and slack and to achieve more positive control of remote units than is possible with existing radio telemetry, particularly in mountainous, tunnel-infested areas. The drawbar factor is being attacked by setting up ten-car sets of bathtub gondolas which are permanently drawbar coupled, and by distributing the motive power throughout the length of the train. To improve control of slave units, a twin cable has been installed on each set of cars, with couplings to link the cable between sets and to each locomotive, in essence "hard wiring" the slaves to the lead power m.u. style. ALCAM has been tested in revenue coal service using a variety of train arrangements, most recently involving two units on the point, followed by three ten-car sets of hoppers, followed by one slave, 30 more hoppers, a second slave, another 30 hoppers and finally a caboose. According to Public Affairs Manager Stephen Morris, CP has been impressed with ALCAM and will continue testing it during 1991.

While ALCAM seeks out its niche in the future of Crowsnest coal, the outbreak of war over oil in the Middle East, stricter laws against air pollution and other social and economic factors point to a sustained need for the kind of black gold CP Rail carries. At present, B.C. Hydro is planning to build a huge $140-million, 120-megawatt thermal power plant. Among the Crowsnest area mines being considered to supply the plant with fuel is Fording Coal Limited. Fording's reserves hold more than 350 million tons of low-sulphur coal, which the company feels could be mined for decades. Concern for tomorrow also shows in the massive land reclamation programs which the Sparwood area mines implement to return the mined mountainsides back to their natural state, perpetuating goodwill with the area's booming tourist trade. The future looks indeed bright for the coal mines of Crowsnest Pass and their more than 3000 employees, a future relying on the very railroad which started it all nearly a century ago: Canadian Pacific.

Many thanks to CP Rail Public Affairs Manager Stephen Morris in Vancouver, to the staffs at Cranbrook, Fort Steele and Sparwood, and of course to the train crews for making this story possible — B.K.

AMY KELLY

Crowsnest, Cranbrook and Coal

An interview with Walter P. Gray III,
the new director of the California State Railroad Museum

Sacramento: Ten Years and Counting

by Hal Lewis

The California State Railroad Museum (CSRM) is important to railfans across the continent because of its extensive collection of railroad equipment and artifacts — and because it is the sponsor of the "Railfair '91" steam-in coming up this May on the tenth anniversary of the museum's opening in 1981. Generally regarded as the finest railroad museum in the United States, it is a "must see" destination for fans visiting the West. Earlier this year, a new director, Walter P. Gray, III, was appointed for the museum. The 38-year-old Gray took time out from his busy schedule to provide Hal Lewis with this interview for R&R readers — J.B.

Lewis: Tell us a little about your background.
Gray: I was born in San Francisco but raised in Massachusetts. I came back to California in 1970 and got an undergraduate degree at Sacramento State.

Lewis: Are you a railfan?
Gray: Yes. I have had a longtime interest in the effects of railroads on culture and society. I only have a peripheral interest in the technological aspects.

Lewis: How long have you been with the museum?
Gray: I started as a part-time research worker doing museum planning 14 years ago. I had been doing graduate work when a school prof told me that the State Parks people were hiring for the railroad museum. I jumped at the opportunity, even though it was a part-time, low-paying job. Since then, I have worked in almost every aspect of the museums activity, with an emphasis on getting new programs started.

Lewis: What are the museum director's duties, and how much control do you have?
Gray: I'm the chief executive, political officer and public spokesperson. I direct museum planning, control budget allocations and monitor expenditures. I do not have programmatic responsibilities. I consider one of my most important tasks to be the conversion of the facility from a fairly static state park to a true railroad museum. Our theme is "everything in its proper time." There are some things that we could and should be doing, but realities prevent it.

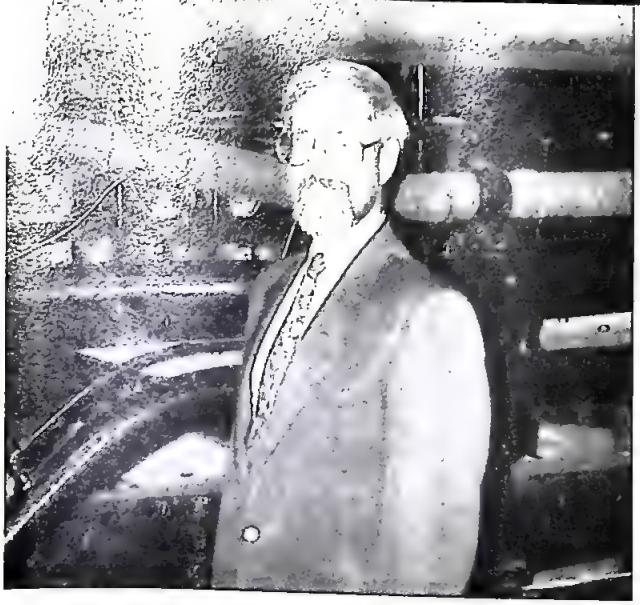
Lewis: Tell us about the museum.
Gray: The museum opened in May of 1981. It occupies a 25-acre area that is part of the Old Sacramento site, bounded by downtown Sacramento and the Sacramento River. We have 180,000 square feet under cover in the form of public facilities. We have 38 full-time and ten part-time employees along with 350 active volunteers. The majority of the paid people are involved in facilities maintenance and groundskeeping.

Lewis: Is the museum self-sufficient or is supplemental state funding required?
Gray: Our annual budget is around $2.5 million a year, with about 3% discretionary. Our gate receipts are between $700 and $750 thousand a year. The budget allocation comes from the state general fund, and gate receipts go into the general fund.

Lewis: How about the most significant equipment?
Gray: We have 104 locomotives and cars, with a dozen considered operable. The main attractions are the SP Cab-Forward; the Santa Fe 2925, one of a class of 30 of the heaviest 4-8-4s ever built, and the Santa Fe 5021, a truly huge 2-10-4. We have other smaller locomotives and cars that we are just as proud of. Fans often criticize us for not having more operating equipment, but I feel that the decision to operate a piece of equipment should be tempered by the knowledge that if we wear it out, the people who follow us 50 years from now will hate us for what we did.

Lewis: Do you favor static or operating displays?
Gray: Not everything could or should run. We don't want to wear out artifacts that can't be replaced. No one gets upset because Charles Lindbergh's *Spirit of St. Louis* isn't removed from the Smithsonian and flown.

JIM BOYD



HAL LEWIS

WALTER P. GRAY III is the new director of the California State Railroad Museum, whose Santa Fe 4-8-4 2925 was stored behind SP's Sacramento Shop (below left) in May 1986.

Lewis: The museum's Sacramento Southern Railroad offers a short ride down the river from the facility. What are your plans for the operation?
Gray: We own 18 miles of track running down the river to Hood. We are currently replacing some of the track and grade crossings so that by 1993 the existing 3.5-mile trip can be extended. Passengers will be able to take the train round trip or do one leg of the trip by riverboat.

Lewis: Let's talk about the possibility of some of your equipment operating in the future.
Gray: We have had discussions with several parties who might be willing to fund rebuilding and operation of the Santa Fe 2925. The engine is in good shape but would require complete rebuilding. The Santa Fe 5021 has the greatest piston thrust and heaviest axle loading of any surviving steam locomotive. I'm not sure any railroad would want it on their rails. However, operation is possible, but the probability is very low. The SP 4294 is the subject of continuing rumors. The 4294 may well operate in our lifetime, but it's a decision that we haven't even faced yet. There's nothing really wrong with the engine, but where would we get an equally impressive static display engine to take its place? The Northwestern Pacific Ten-Wheeler 112 will undergo mechanical evaluation before we make a decision. We do plan to paint it black before Railfair.

Lewis: What is the status of the big SP Mogul recently pulled from the park in Placerville?
Gray: The 1771 will be reboilered so that we will have a reliable machine that can operate into the next century. This will give us an engine that can operate on our Sacramento Southern and, possibly, on occasional trips on area railroads.

Lewis: Can we talk some more about operations outside the museum?
Gray: Sure. We know that turning facilities are available at Stockton, Oroville, Davis and Roseville. We have looked at operating trains to these locations. But, there are a number of hurdles. First, we do not now have the necessary equipment. Second, we would have to establish solid credibility with the area railroads before we would even consider asking them. Doyle McCormack (crew chief of the SP *Daylight* 4449) says that rebuilding an engine is only the first step.

Lewis: Any other major equipment acquisitions planned?
Gray: Right now, we're wrestling with the relationship of modern railroading to the goals of the museum. This includes redefining the relationship with diesel locomotives over the next year. We have also evaluated our collection and realize that certain key wheel arrangements are not represented. However, we believe in the concept of regional and local museums that complement each other instead of competing. For example, the Bay Area Electric Museum at Rio Yista handles the interpretation of electric railways very well. It makes no sense to duplicate Rio Yista — let them do their job. We have been offered locomotives and cars from all over the country. We usually won't accept an item if it has no relationship to the museum. Defining a collection is controversial, and we often get criticized. However, this is not a democratic decision-making process. The museum curator must balance museum objectives and financial and physical constraints when making these decisions.

Lewis: What are your capabilities for rebuilding and maintaining steam and diesel engines?
Gray: Dennis Dougherty is our shop supervisor. He has transformed the shop from a small repair operation to one that can maintain and operate our entire collection. We expect to have the definitive railroad restoration shop — a 1990s shop set up to do 1940s work. We will not put in antique machinery with overhead belt drives and dirt floors; that would just detract from the purpose of the facility. We have to recognize the difference between the emotional and practical. The intent of this shop is to do work. Railtown 1897 in Jamestown fulfills the purpose of demonstrating the operation of an old shop.

Let me say something else about restoration. In the days of steam, the upkeep of nearly 50,000 locomotives and a few million cars required a substantial portion of the nation's industrial capacity and labor force. Railroad shops and shop workers had the skills required to repair this equipment — but in few instances did all the skills reside in one individual. Instead, many crafts were represented, and there was little cross-utilization. There was an integrated network of suppliers who also provided their expertise. Each railroad had manuals to follow for repair, handling, parts ordering and so forth. Now all this network is gone. One danger that many of today's restoration groups have is their dependence on the memories of retired steam shopmen and locomotive engineers. Much of the data on locomotive repair and maintenance still exists in libraries like the one at the museum. These are much better sources of information than the memories of well-meaning former shopmen or enginemen.

Lewis: You are cramped for space. Are there plans for facility expansion?
Gray: We are in the process of selecting an architectural firm to design a 117,000 square foot museum of technology which will be located one-half mile south of the existing complex. There are three aspects to the museum. First, there will be a mile of track under cover to protect our non-exhibited and unrestored equipment. We now have 60 locomotives and cars stored outside in the elements, and we want to get them under cover to prevent any further deterioration.

Second, we will have a 20,000 square foot restoration shop that we just discussed. Third, we will have nearly 12,000 square feet devoted to interpretive exhibits on railroad technology.

Lewis: Will you introduce interactive displays such as computerized train operating programs or simulated engine cabs?
Gray: We are looking at a high interactive component in the technology museum. We will then retrofit interactive exhibits into the history museum.

Lewis: If the SP closes their Sacramento Shops, will you try to expand into that area?
Gray: The current answer is no. If the facility does close, none of the current shop buildings will be available for at least ten years. We would have to cross the SP tracks to get access, and the buildings are not earthquake resistant. The cost of modification and environmental cleanup would be almost prohibitive.

Lewis: You also have a large library here. Could you describe it?
Gray: We have the largest railroad library in the country. The SP was especially generous. They gave us records of all 458 predecessor and subsidiary lines, timetables, drawings, shop manuals and so forth. We have the largest single group of Lima Locomotive Works material in the country. When Doyle McCormack and his group put circulators in the 4449, he used GS-6 class drawings and other data from the museum, since that class of SP 4-8-4s had circulators. We have photos and 30,000 books in the public collection. We have 90,000 negatives and 50,000 prints from the Gerald Best collection. The R&LHS national collection is also housed here.

Lewis: Let's talk about Railfair. What is the overall objective? Is it primarily a steam show?
Gray: It is primarily a steam show because our society has a deep infatuation with the steam engine. After the 1981 show, we said "never again." But about five years ago we all mellowed and decided a repeat for 1991 was in order as kind of a "thank you" for fans and people who have supported the museum. We realize that ours is probably the only museum in the West that could attract 20 to 30 locomotives from around the world. Railfair focuses interest on the museum and helps Sacramento tourism. If there is a public benefit, and it's do-able, we should take it on.

Railfair will have contemporary diesels and transit equipment on display, but it won't be a trade show. We like to say the show celebrates the romantic past, dynamic present and bright future of the railroad industry.

Lewis: What criteria did you use in selecting equipment to be invited?
Gray: We wanted to create a temporary museum for ten days that shows the evolution of the iron horse, the technological transformation and sociological and economic consequences of the industry. We came up with a list of 60 pieces we would like to have divided into three lists. List "A" contained equipment important to the theme. List "B" contained substitutes for list "A." List "C" contained pieces nice to have but not integral to the theme. This is not an attempt to get our hands on everything. For example, we are under some pressure to display business cars, but we have a real space problem. In addition, we have to be neutral to the area railroads. We will have AT&SF, SP and UP, Amtrak and possibly CalTrans equipment on track 7 at the Sacramento depot, a short walk from the museum.

Lewis: Could you comment on SP and UP participation?
Gray: We depend on the goodwill and support of the industry. The railroads are a source of equipment, resources and information. The active involvement of the railroads is critical. The Union Pacific has been extremely generous by paying the salary of Terry Stefani, who is in charge of rail operations, and by bringing both the 844 and 3985 to the show. The Southern Pacific has also been very supportive, but right now they can't make substantial investments.

Lewis: How about future activities?
Gray: We are seriously considering having a Railfair of vintage diesels to coincide with the opening of the museum of technology in 1995.

And before you ask, yes, there probably will be a Railfair 2001.

The Indiana

by Jim Boyd

For the first time in recorded history there is a high-nose GP30 that is actually wearing a paint scheme. All of the 145 high-nose GP30s built were for the Norfolk & Western or Southern Railway. Only the most twisted mind would argue that N&W's dip black or Pevler blue could be even charitably described as a "paint scheme," and the same applies to the Norfolk Southern "Thoroughbred" image. A reasonable defense could be made for the Southern's elegant black and gold "tuxedo" treatment — but not in comparison with the Indiana & Ohio's stunning red, orange and white.

In June 1990 the Indiana & Ohio Rail System purchased two high-nose GP30s from Norfolk Southern. The dual-control, long-hood-forward ex-N&W 533 and 537 were assigned to the "Indiana & Ohio Central" operation between Logan and Columbus, Ohio. Shortly thereafter, the 533, as I&O No.81, had been repainted into the I&O's standard livery of red and white with orange trim. Bruce Hoffman of Bellevue, Ohio, spotted the colorful unit on October 25 and notified R&R of its presence, even though the gloomy weather didn't permit him any publication-quality photos. Acting on his tip, I called the I&O office in Logan on the sunny morning of January 2, 1991, as I was preparing to head back to New Jersey after a New Year's visit with my mother in Columbus.

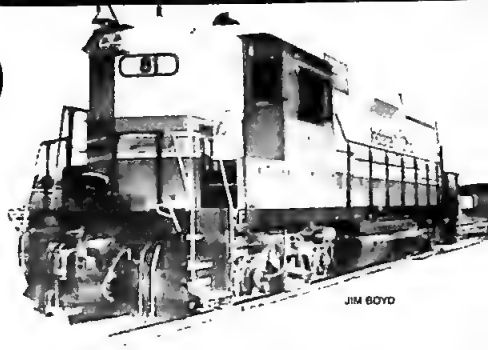
"This is Jim Boyd from RAILFAN & RAILROAD Magazine," I introduced myself to the unidentified voice that answered the phone.

"Aren't you the guy who gets written up on the side of boxcars about where he gets his film developed?" came the reply. I quickly discovered that I was talking to Eastern Region General Manager Don Lee, whom I had met a few years ago in the cab of Nickel Plate 2-8-4 765 on an afternoon deadhead move from Toledo to Bellevue when he was a trainmaster for Norfolk Southern. He not only remembered me but had recently seen a car show up on his railroad bearing the chalked "Jim Boyd goes to Fotomat" inscription.

The red GP30 was, indeed, in Logan and would be taking the afternoon train to Columbus after doing a short job on a work train. I got down to Logan, about 50 miles southeast of Columbus, by early afternoon. General Manager Lee greeted me, and we talked about his new railroad as we drove a few miles north to Enterprise, where the GP30 was dumping ballast in a developing

& Ohio's Colorful GP30

But there's more to the Logan line than just a locomotive



wash-out caused by the severe rains and local flooding of the past few days.

"I thought I knew a lot about railroading when I was with the N&W," he observed, "but you sure learn a lot more in a hurry on a short line."

Very pleased with the management and business opportunities of the I&O, Don noted that the company had begun in 1979 with a couple of Baldwin switchers on the 26-mile ex-NYC line between Brookville, Indiana, and Valley Junction, Ohio. Today it encompasses over 200 miles of track on seven individual segments of railroad (the "original" I&O, and all in Ohio the ex-PRR Norwood-Blue Ash line, the ex-PRR Middletown-Mason-Lebanon line and the ex-C&O Columbus-Logan line, and as designated operator of the ex-B&O Midland City-Greenfield, ex-B&O/C&O Vauces-Jackson-Firebrick-Red Diamond and ex-DT&I Washington Court House-Springfield lines).

The I&O system rosters 14 diesels: six GP7s, five GP9s, one GP18 and the two GP30s. The Logan line, home of the two GP30s, is incorporated as the Indiana & Ohio Central but operates simply as the "Indiana & Ohio." (A similar situation exists on the Indiana & Ohio Eastern, which operates the Jackson line and over which Don Lee is also general manager.) The former-Chesapeake & Ohio "Athens Subdivision" line of the old Hocking Valley Railroad became part of the I&O when it was purchased from CSX on September 1, 1987.

Headquartered in the office of Old Town Yard on the south side of Logan, the I&O owns 43.5 miles of railroad northwest to a connection with CSX at Interstate 270 on the south side of Columbus and has trackage rights from there into the old C&O Parsons Yard. For operation, the I&O retains the former-C&O milepost designations, which puts Old Town Yard Office at MP 50.6.

When I asked what the primary industry on the line was, Don grinned and replied, "Happily, none. We have about ten very good customers and are not dependent on the traffic whims of any single one of them. It's a healthy situation for a small railroad."

The customers on the I&O, beginning from the north end, include Griffin Wheel at Groveport (MP 12), which manufactures railroad wheels and receives carloads of scrap and foundry sand and ships out loads of wheels. At Canal Winchester (MP 16.1), Dysart Manufacturing is well known for its Miracle-Gro fertilizer, which it handles in inbound covered hoppers. The biggest community on the line is Lancaster (MP 31.7), home of Anchor-Hocking Glassware, which gets inbound raw materials; Ralston Purina (which produces those cereals your kids see advertised on the Saturday morning cartoons) receives inbound grain and sends out boxcars of cereal; and Carter Lumber, which gets a few cars a month of inbound team track business. Incidentally, the local pronunciation of the name is "LANGc'ster."

Logan (MP 49.7 at the old passenger depot) has five important customers. Goodyear Tire & Rubber receives tank cars of chemicals and sends out the molded instrument panels for Ford Tempo and Taurus automobiles in high-cube boxcars. The Smead Manufacturing Company gets inbound carloads of paper and produces over a million office file folders a day. On the tail track of the wye (the old Hocking Valley New Straitsville branch) are located General Clay Products, which ships out boxcar loads of facebrick, and General Electric's plant which manufactures the glass tubes for fluorescent lamps. Back in 1831 the Keynes family started a flour mill that flourished along the old Hocking Canal. The oldest business in the community and still owned by the same family, Keynes Bros., Inc., now receives covered hopper loads of wheat and sends out similar loads of bulk flour.

The track does not physically end at the south end of Old Town Yard, but at Milepost 52.56 it becomes the Hocking Valley Scenic Railroad, which operates its ex-LS&I 2-8-0 out of Nelsonville, eight miles further south, and uses the wye at Logan to turn its excursion trains. "I'd like to try that 2-8-0 on a freight some day," Don confessed. "It's a powerful engine."

A typical operating day on the Logan line (usually every weekday, with the weekends off) begins with the two-man crew for road job 692 reporting to Parsons Yard in Columbus at 5:30 a.m., where their locomotive and train will be waiting on an outbound yard track. They head toward Logan, doing most of the en route switching on the southbound trip. Arriving at Logan usually between 1:00 and 3:00 p.m., the crew leaves their train and climbs into the

I&O RED GP30 81 was at Enterprise, Ohio, on January 2, 1991, southbound for Logan after dumping ballast on a washout developing along the old Hocking Canal.

company Chevy S10 pickup truck to drive back to Parsons to mark off.

Meanwhile, the second two-man crew goes to work at Logan at 12:30 p.m. and spends the afternoon doing the local switching. When 692 arrives from Columbus, they switch out its train, gathering up all outbound cars and building their 695 consist for the return to Columbus. Departing town between 4:00 and 5:30 p.m., they often make a fairly quick run northward, occasionally working Carter Lumber in Lancaster or Dysart in Canal Winchester and usually working Griffin Wheel in Groveport. Arriving at Parsons, they leave their train in the yard and drive the pickup back to Logan.

Although the operation can be covered with two locomotives, others are usually on hand at the modern shop building at Old Town Yard. On January 2, 1991, the unrepainted GP30 82 was en route down from Columbus while the red 81 was working the ballast train north of town. The afternoon Logan crew was doing the local switching with GP9 62, an attraction in itself in its historic C&O blue with yellow stripes, applied by railfan Dave Corbett's Eagle Cañon Passenger Car Company for passenger excursions on the I&O last fall. Although the original C&O number, 6018, has again been replaced by "I&O 62," the unit is a handsome piece of equipment.

On hand and about to be sent to Norfolk Southern for some wheel work was red GP9 61 (ex-C&O 6067), which should be back "home" on the I&OE at Jackson by February. Outside the shop was the grim, black GP9 65, originally Nickel Plate 482, acquired through Bellevue railroader Bill Fuehring. Along with N&W-black GP30 82 and ultimately C&O blue GP9 62, the 65 is slated to get the I&O red, white and orange sometime in 1991 as shop time becomes available. Inside the shop getting work on its diesel engine was the I&O system's only GP18, No.71, formerly Seaboard 1066, which is slated to go to the Greenfield line.

The I&O numbers its units with

FOUR KODACHROMES JIM BOYD

GP7s in the 50s, GP9s in the 60s, the GP18 in the 70s and GP30s in the 80s. Although the Geeps can be swapped among the various operations as maintenance requires, the GP30s are likely to stay on the Logan line. Incidentally, although the N&W had the GP30s set up long hood forward, the units retain their dual controls, and the I&O considers the short hood to be the front.

Contemplating the attractive appearance of his red GP30, Don Lee noted that a paint job is a real expense for a small company. But he also agreed that a sharp, businesslike appearance can help build a feeling of acceptance and "permanence" among the employees, community and customers for a newly-established railroad. "We've already had inquiries from businesses that want to locate on our line," he said, "and showing up with a clean and attractive locomotive certainly doesn't hurt the prospects."

IN THE MOST ATTRACTIVE livery ever applied to a high-nose GP30 (not counting the UP's cabless boosters), I&O 81 (top) awaited the arrival at Logan of sister unit 82 (opposite left), which was bringing the road job down from Columbus. C&O blue GP9 62 was doing the local Logan industry work, and red GP9 61 and N&W black GP9 65 were parked dead outside the two-track diesel shop.

Philadelphia's

KODACHROME J.M BOYD

It's hard to believe that the era of the PCC car is just about over and that there's only one place in the United States where they can still be seen working in traditional service in the middle of city streets. The Southeastern Pennsylvania Transportation Authority (SEPTA) operates three routes in Philadelphia with PCC cars, while other lines in the city utilize the post-1980 Kawasaki "light rail vehicle" LRV 9000s. While PCCs can be found on the new Harbourfront Line in Toronto, and Newark, N.J., and Boston still have many working subway lines, it is only in Philadelphia where the streamliners continue to work as streetcars in the U.S.A.

The once-numerous "modern" cars that dominated the systems in St. Louis, Washington, Pittsburgh and Boston in recent decades were introduced in 1936 by the Electric Railway Presidents' Conference Committee (from which the "PCC" name was derived) following a five-year effort to develop a standardized, versatile and economical replacement for the nation's fleets of aging streetcars. As noted in the excellent books by Fred W. Schneider III and Stephen P. Carlson, *PCC: The Car That Fought Back* and *PCCs From Coast to Coast* (Interurban Press, 1980 and 1983, respectively), the first revenue passenger to board a PCC car was New York's legendary Mayor Fiorello La Guardia, who dug into his own pocket for the nickel fare on Brooklyn & Queens car 1009 on October 1, 1936, and since that day over 5000 similar cars were placed in service in North America with nearly three times that

KODACHROME· G. GERRISH WILLIAMS

Street-Running PCC Cars

by G. Gerrish Williams

SEPTA has the last fleet of PCC cars in the U.S.A. that still operates in the city streets.

number following worldwide.

It is ironic that Philadelphia would be one of the last bastions of the PCC car, as the old Philadelphia Rapid Transit in 1931 was the largest such company in the nation that was *not* a member of the Electric Railway Presidents' Conference Commission. The bankrupt PRT bought its first 20 PCC cars (2001-2020) from the St. Louis Car Company in August 1938 for the "53 Wayne Avenue" line. On January 1, 1940, the Philadelphia Transportation Company (PTC) replaced the PRT, and that year an additional 130 PCCs were ordered in both one-man and two-man operating configurations. A total of 320 more PCC cars was purchased during and immediately following World War II. Although all were built by St. Louis Car, the Philadelphia fleet included both air-brake-equipped and all-electric PCCs. Today, only the all-electric cars remain.

The SEPTA streetcars

Over the more than two decades the that agency has existed, SEPTA has had a reputation for operating a virtual museum of classic transport equipment. Gradually, however, the vintage hardware has been disappearing. On the railroad side, the Pennsy's MP54 m.u. cars were the first to go. Surviving much longer were the contemporary ex-Reading "Blueliners" which lasted until the spring of 1990, along with the original ex-Pennsy Pioneer III "Silverliner" m.u.'s. On the transit side, gone are the traditional Red Arrow broad gauge trolleys: the "St. Louie" cars, the "Eighty" cars, the "Brilliners" and center door cars. The P&W Bullets and Strafford cars have finally been retired. In the city, the 1920s-era Broad Street Subway cars and the slightly newer art deco Camden Bridge Line cars (a personal favorite) are history. But the PCCs remain.

That the surface streetcar system in Philadelphia has survived at all is a rather fortuitous circumstance. A massive conversion of streetcar routes to buses occurred following the takeover of the old Philadelphia Transportation Company by National City Lines management in 1955. Thirty-one streetcar lines were converted to buses within 33 months, leaving only the heaviest lines running with trolleys. Older equipment was retired during these conversions, with the remaining services operated exclusively with PCCs.

When SEPTA took over the PTC in 1968, only 14 streetcar routes survived, divided into two distinct operations. Five routes (10, 11, 13, 34 and 36) comprised the "Subway-Surface" system. These routes operate on surface streets in West Philadelphia, then enter a trolley subway (sharing the tunnel with the Market-Frankford Subway-Elevated for much of the underground portion) to directly serve the downtown district. A sixth trolley route (62) was in effect a shuttle extension of route 13 into which it has since been absorbed. The remaining eight routes made up the surface streetcar system. Included were three long north-south routes (23, 47 and 50) which passed through the central business district, three east-west crosstown routes (15, 56 and 60) and two shorter routes (6 and 53) which served primarily as feeders to the Broad Street Subway. It is generally felt that the PTC/National City Lines management had the eventual goal of converting all streetcar lines except for the five Subway-Surface routes to bus operation. When SEPTA took over it retained much of the existing management. These managers continued plans for bus conversion, but in the first few years of SEPTA's existence only north-

JIM BOYD

RICHMOND-WESTMORELAND Loop at the east end of the 15 Line is very photogenic with its backdrop of row houses. Here the pigeons gather as PCC 2107 swaps passengers with the connecting buses on January 4, 1991; the 2724 (opposite bottom) was there on April 13, 1990. The Mermaid Lane Loop (opposite top, January 4, 1991) on the Germantown Avenue 23 Line is a classic, even though the stone depot is now a flower shop.

south Route 47 on 5th St. et was converted.

The streetcar fleet inherited by SEPTA included both cars originally bought for Philadelphia service and cars the PTC had bought second-hand from the Kansas City Public Service Company. All were built by the St. Louis Car Company. A carbarn fire in October 1975 destroyed 60 streetcars, and 30 used cars were subsequently bought from Toronto, including more ex-Kansas City cars and 19 Pullman-built cars originally used in Birmingham, Alabama.

In the late 1970s, when SEPTA finally decided to obtain new streetcars, they were bought for the Subway-Surface lines and the ex-Red Arrow trolley routes west from 69th Street Terminal, but not for the surface streetcar lines. A fleet of single-ended cars was bought from Kawasaki for the Subway-Surface system, and essentially identical but double-ended cars were bought for the ex-Red Arrow trolley lines, with delivery beginning in 1980. New cars were not projected for the surface lines. Instead 110 PCC cars were put through an extensive General Overhaul (GOH) Program. These included 1948 and 1949 PTC cars as well as some 1946 Kansas City cars. As the surface network truncated, these would eventually become sufficient to provide all non-Subway-Surface equipment requirements.

The PCCs today

By 1991 the surface streetcar system has been reduced to just three routes: the east-west "15 Girard Avenue" and "56 Erie Avenue" and the north-south "23 Germantown Avenue." The conversion of the other five routes occurred gradually. The first line converted after Route 47 was Route 60 (Allegheny Avenue), which was "temporarily" converted to bus following the 1975 carbarn fire and the resulting equipment shortage. While the conversion remains temporary, the primary street on which it operated has been repaved, and most of the rail covered or removed. A plan later surfaced for restoring Route 60 as a European-style limited tramway in a center of the street reservation. This proposal eventually died when the city government realized it was being backed by transit proponents with no ties to the local neighborhood — for the most part the people who actually lived along the route couldn't care less if streetcar service was restored. With the later conversions of north-south Route 50 (5th and Rising Sun) and short 6 (Ogontz Avenue) and finally 53 (Wayne Avenue), local apathy toward the streetcars prevailed. Officially the city government was opposed to each conversion but failed to put up any significant fight over them. The city has tried to develop long-range plans for the future of the surface streetcar system largely

SEPTA 1980
City Transit Division Streetcar Roster

Series	Type	Seats	Builder / Date	Notes
2031-2080	PCC Air Electric	53	St. Louis 1941	W
2081-2090	PCC Air Electric	52	St. Louis 1942	W
2091-2140	PCC All Electric	47	St. Louis 1948	W, SW
2141-2200	PCC All Electric	47	St. Louis 1948	G, SW
2240-2250	PCC All Electric	50	St. Louis 1946-47	W, SW, ex-TTC, nee KCPS
2251-2290	PCC All Electric	51	St. Louis 1946	W, ex-KCPS
2300-2318	PCC All Electric	53	Pullman 1946-67	W, ex-TTC, nee-BE
2501-2590	PCC Air Electric	51	St. Louis 1940-42	G
2591-2623	PCC Air Electric	52	St. Louis 1942	G
2624-2680	PCC Air Electric	52	St. Louis 1942	W
2701-2725	PCC All Electric	47	St. Louis 1949	W, SW
2726-2800	PCC All Electric	47	St. Louis 1949	G, SW
9000-9111	Single-End LRV	51	Kawasaki 1980	Subway-Surface only

Notes:

G: Motors and controls by General Electric
W: Motors and controls by Westinghouse
SW: Car has standee windows
BE: Birmingham Electric (sold to TTC in 1953)
KCPS: Kansas City Public Service
TTC: Toronto Transit Commission

The pre-World War II "Air Electric" PCC cars had air-operated drum brakes, door motors, sanders and other auxiliary devices. These cars had their rear doors centered between the trucks. The post-war "All Electric" cars had all auxiliary devices electrically-operated and the rear doors positioned just forward of the rear truck. As originally delivered, cars bought by PTC in the 2000-2200 series were equipped for one-man operation, while cars in the 2500-2800 series were set up for two-man operation with a conductor's booth just forward of the center door. As lines were converted to one-man operation, these cars were modified to eliminate the conductor's position.

This roster represents the SEPTA PCC fleet as of 1980 when the first Kawasaki cars were delivered. At that time there was a total of 260 active PCC cars with another 40 inactive on the property. During the mid-1980s 110 cars went through the General Overhaul (GOH) Program, which amounted to a major rebuilding of each car. These cars were drawn from the 2091-2200, 2251-2290 and 2701-2800 series and were not renumbered after overhaul. By the late 1980s, only the GOH cars remained in service, with about 95 available for service in early 1991. All cars in service wear the modern SEPTA livery except for car 2054, which has been retained for historical use and repainted into its as-delivered 1941 silver livery (page 66) — G. GERRISH WILLIAMS.

Sources: *Delaware Valley Rails* by John R. Pawson, and *Cinders.*

THE FORMER-READING passenger main line crosses over Route 15 on Girard Avenue, where three PCCs and a Silverliner were photographed just minutes apart on January 4, 1991, and combined in this composite photo. Only on Lancaster Avenue (below right) do PCCs and Subway-Surface Route 10 Kawasaki cars run on the same tracks. Interesting buildings surrounded 2737 (below left) southbound on Route 23 in Chestnut Hill on April 13, 1990. The 2190 (opposite top) was at the Chestnut Hill Loop on January 4, 1991.

without SEPTA cooperation. As each of the last three conversions occurred, SEPTA crews quickly followed up by removing trolley wire and the supporting span wire along each route, thereby ensuring that streetcar service could not easily be restored. The three surviving routes probably represent the surface streetcar system in its final form. Economies of scale would probably dictate that the conversion of any one of the lines would make it almost impossible to justify the retention of the other two.

SEPTA continues to vacillate on the question of new surface route equipment. It is generally agreed that a final decision will have to be made within the next few years — either new equipment will have to be ordered, thereby ensuring the continued operation of the three routes, or the surface system will have to be converted to bus. One factor does play in favor of continued streetcar operations: significant federal funds have been spent on various capital improvements to all three routes over the past decade, and the Urban Mass Transit Administration has repeatedly threatened that if SEPTA abandons facilities built with federal funds before the end of their projected service life, UMTA will demand that the federal portion of the project be refunded. While this issue has not yet been tested, SEPTA, with its current serious fiscal problems, is probably unwilling to risk being forced to pay back money to the federal government.

Route 23

The north-south Germantown Avenue Route 23 is probably the crown jewel of the surface system. At 12.8 miles, the Route 23 is often described as the longest in-street car line in the world, and it provides a real cross section of Philadelphia, from downtown

G. GERRISH WILLIAMS

THREE PHOTOS: JIM BOYD

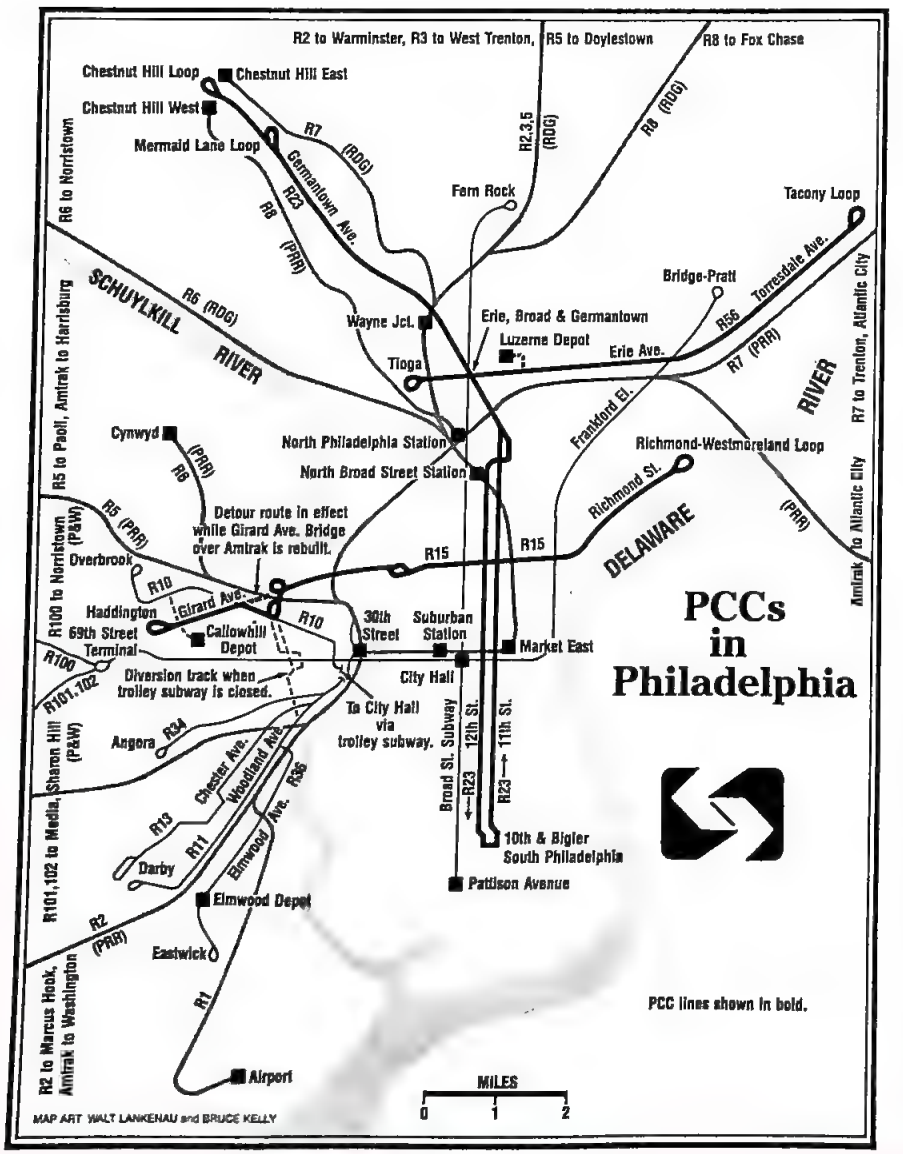
northward through some severe urban blight to the swank suburban Chestnut Hill. It is the only remaining streetcar line that passes through the downtown area on surface streets.

The upper end of the line, in Chestnut Hill, is probably the most photogenic portion of the surface system and the one area where streetcar service enjoys strong neighborhood support. But to be fair, much of this support comes from people who never ride the line. Chestnut Hill is one of the city's wealthiest neighborhoods, and the residents consider the streetcars as quaint and in keeping with the image they would like the area to project.

One of the most interesting spots on the line is the Mermaid Lane loop (page 60) at Willow Grove Avenue, about a mile south of the end of the line at Chestnut Hill. While the handsome old depot is now a flower shop, the structure and its adjacent substation in the center of the turning loop are in the finest tradition of trolley architecture. And watching the motorman hand-throwing the one-point turnout is a timeless experience.

The Chestnut Hill loop surrounded by a modern mini-mall is within a couple of blocks of the commuter rail Chestnut Hill West (ex-PRR) and Chestnut Hill East (ex-Reading) stations, and the route crosses under the ex-Reading lines at Wayne Junction. A "ride the trolley one way, train the other" jaunt is possible from center city to Chestnut Hill and back or between Chestnut Hill and Wayne Junction. Germantown Avenue (roughly the upper half of the route) is a narrow bi-directional street passing through some older commercial and residential areas that range from picturesque to badly deteriorated.

The southern half of Route 23 splits onto one-way streets at Huntingdon Street. While the northbound line stays on 11th Street all the way up from downtown, the southbound route heads down 10th Street a few blocks to Susquehanna Avenue before turning west, crossing the northbound line on 11th and heading south again on 12th. The parallel lines on 11th and 12th Streets carry Route 23 through Center City just east of City Hall and on toward the south side through very narrow one-way streets reminiscent of how much of the streetcar system was a few decades ago. The lines jog eastward at Oregon Avenue and loop around the block at 10th and Bigler with no formal station at the south end of the line.



Route 56

Although temporarily out of service due to a problem of undermined street trackage in January 1991, Route 56 is an east-west line about four miles north of Center City which serves as a major feeder to both the Broad Street Subway and the Frankford El. Originating at a loop at Hunting Park and Erie Avenues, Route 56 operates eastward along Erie Avenue. At the sprawling intersection of Erie Avenue, Broad Street and Germantown Avenue, it crosses the Route 23 on a maze of in-street trackwork. The volume of traffic on both lines, especially at rush hour, makes this an interesting place to watch the PCCs. Continuing eastward on Erie Avenue, at 10th Street the Route 56 passes the spur north to Luzerne Depot, the carbarn which serves both Route 56 and Route 23. Continuing eastward, the line passes through a largely industrial neighborhood. This area, especially on weekends when most of the industries are idle, allows for some interesting photography with often minimal automobile traffic interference. At Frankford Avenue, Route 56 makes a connection with the Frankford El, and from there, where Erie becomes Torresdale Avenue, Route 56 passes through a pleasant neighborhood whose residents have lobbied long and hard for permanent conversion of the line to buses. The end of the line is a turnback loop in Tacony between Cottman Avenue and Wellington Street.

Route 15

An east-west crosstown line mostly on Girard Avenue about a mile and a half north of Center City, Route 15 operates through lower North Philadelphia, crossing the Schuykill River into West Philadelphia. The line feeds both the Frankford El and Broad Street Subway at their respective Girard Avenue stations. The Richmond-Westmoreland Loop at the east end of the line, off Richmond Street just east of Allegheny Avenue, is adjacent to the Allegheny Avenue exit of I-95 and can be seen by southbound motorists on the elevated highway. The loop, which also services several bus routes and was the east end loop for the Allegheny Avenue Route 60 when it was a streetcar line, provides good photo opportunities (page 60) with an attractive background of row houses and reasonably good and safe parking.

Departing the loop, the cars head

KODACHROME J.M BOYD

THE EAST END LOOP of the "15 Girard" Line is just about where Richmond Street disappears in the distance in this photo of car 2713 westbound near the corner of Ann Street. Near the west end of the 15 Line is the huge Callowhill Depot carbarn (below) which the 15's PCCs share with the Route 10 Subway-Surface Line Kawasaki LRV cars.

southwestward on Richmond Avenue, passing through an area of retail businesses before ducking under and alongside Interstate 95's concrete canopy. Turning due west and away from the highway on Girard Avenue, the line emerges onto the broad thoroughfare that usually offers good photo angles and lighting. The area around the Philadelphia Zoo (a significant traffic generator for the line) just west of the Schuykill River also provides interesting photographic possibilities, especially with the massive stone Amtrak Northeast Corridor bridge which crosses the street and the river at this point.

To avoid a bridge construction project over the Amtrak main line westward at Girard and Belmont, the Route 15 does a triangular jug-handle to the right along Parkside Avenue to make the left turn onto a detour south on 40th Street to Lancaster Avenue, where it picks up the Route 10 Subway-Surface line trackage. This is the only place where PCCs and the Kawasaki streetcars can be photographed together. At Girard Avenue, the Route 15 again heads west to a loop utilizing Haverford and 63rd. A few blocks south and east of here is the Callowhill Carbarn where Route 10 and Route 15 cars are maintained.

If you want to ride both PCC and Kawasaki cars, fans riding Route 15 can transfer along Lancaster Avenue to a Route 10 car. The loop at the west end

TWO KODACHROMES MIKE DEL VECCHIO

FOUR KODACHROMES· G. GERRISH WILLIAMS

THE PHILADELPHIA PCC CARS spent most of their working lives in the PTC green and cream livery that replaced the original silver colors — which glared in the sunlight, distracting motorists. The 2054 (below), restored to the silver livery, was on a fantrip in November 1985. The classic green 2591 (above) was eastbound on Upper Wayne Avenue on the 53 "10-Luzerne" Line on January 12, 1974. Passing he burned-out Woodland Carbarn on October 25, 1975, 2749 (opposite top) wears the SEPTA mid-'70s "Gulf Oil" livery, while the 2285 (center) wears the Bicentennial livery on April 3, 1976. Ex-TTC 2312 (opposite bottom) on May 20, 1976, retained its Toronto colors with SEPTA heralds.

KODACHROME: GEORGE KALIMANIS

of Route 10 is within a short walk of the Overbrook station on the ex-PRR Paoli line. A return on Route 10 to Center City via the Subway-Surface is also possible.

Railfanning the PCCs

Any discussion about railfanning the PCC car lines must carry with it several caveats. The operation at any given time of any of these lines with streetcar equipment cannot be guaranteed. Especially during summer months, one or more of these lines regularly undergoes temporary bus conversion while track work, street repair, sewer construction or any of a number of projects is carried out. During the summer of 1990, only Route 15 Girard Avenue was operated with streetcars. The long Germantown Avenue Route 23 had been converted to bus operations due to several construction projects along the route, primarily expressway construction just north of the central business district, but in January 1991 it was running PCCs again. The downtown highway project may result in further short-term conversions over the next over the next two years, however.

The Erie Avenue Route 56 fell victim to a massive sinkhole that opened up in Torresdale Avenue as a result of a water main break just east of the Frankford El early in 1990. As the first sinkhole was almost repaired, a break in another water main close to the original break reopened in the street, and as of January 1991 the line was still a bus route.

Concern is often voiced by out-of-town fans about the safety of riding or photographing in an urban environment. Use caution. All three surface routes (as well as the Subway-Surface routes) are reasonably safe to ride, at least during daylight hours. During the school year the afternoon hours when schools get out are probably prudent times to avoid riding. The one line segment many local fans would discourage riding is the middle portion of Route 23 from the central business district north to Broad Street and Erie Avenue. The dangers along this line may be more perceived than real, but it is the one segment of the streetcar system local fans are most likely to avoid. And certainly in most areas of the city, leaving

...eras or other expensive items in ...n view in unoccupied cars should be ...oided. If you park your car, hide anything of value you don't want to take with you.

The SEPTA Maps

In a fine tradition started by the PTC many years ago, SEPTA has continued to make available two excellent Philadelphia area transit system maps. The "Suburban Street & Transit Map" (1989 edition) gives an overview of the suburban region from Doylestown to the Delaware state line and Coatesville to Trenton, New Jersey, showing all rail and bus routes. The "Philadelphia Street & Transit Map" (1990 edition) details the region from the Pennsylvania Turnpike south to the Airport and Upper Darby to Bensalem, with obvious emphasis on the Center City area (this map covers all of the PCC lines). These maps detail many of the terminal areas and include a chart of all route numbers. They look a bit complex at first glance, but once you understand the way the lines are number and color coded, there is a tremendous amount of information available. Although bus routes and streetcar lines are shown as identical "Surface Transit Route" red lines on the map, the chart of route numbers on the back identifies the type of service.

The maps cost $4.00 each and are available across the counter at the

KODACHROME STEVE BROWN

WESTBOUND ON ERIE AVENUE, Route 56 car 2798 was at the intersection of Old York Road on June 26, 1988. The north end of the Germantown Avenue Route 23 is the Chestnut Hill Loop (below), where three cars were waiting on April 13, 1990.

KODACHROME, G. GERRISH WILLIAMS

SEPTA offices at 15th & Market and Broad & Olney as well as the 69th Street Terminal. They can be ordered by mail from the SEPTA Financial Operations Department, 841 Chestnut Street, 5th Floor, Philadelphia, PA 19107. The "Philadelphia Street & Transit Map" will be particularly helpful to anyone seeking out the PCC and Kawasaki streetcar lines.

They Run Like Streetcars

The PCCs in Philadelphia operate through a wonderful variety of urban settings and should be a rewarding challenge for any traction fan or railfan photographer. The cars are generally clean, and the SEPTA livery, while undeniably modern, is colorful and attractive. The frequency of service is around the clock, seven days a week and runs on headways ranging from a half hour in the middle of the night to every few minutes during rush hour, with ten to 20 minutes typical of off-peak schedules.

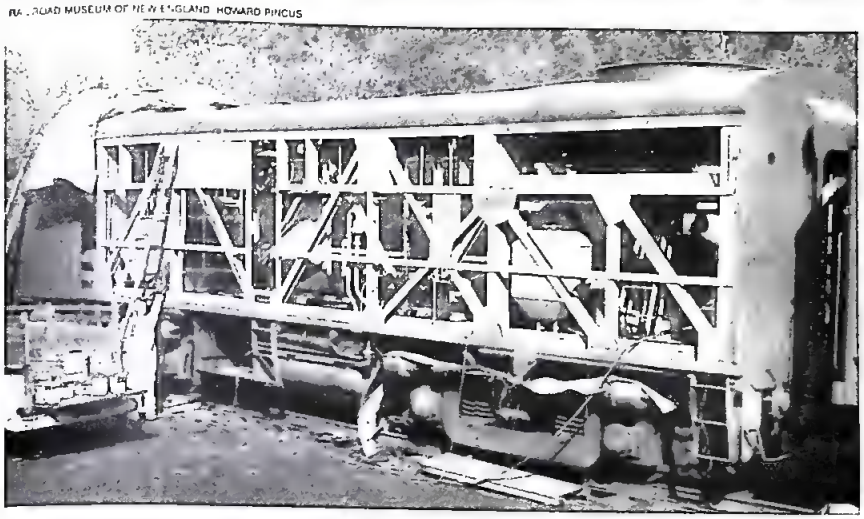
Since the Route 15 cars are maintained out of Callowhill and the Route 23 and 56 cars out of Luzerne, there is no inter-mixing of equipment during a typical operating day. On a Friday afternoon (January 4, 1991), a trip end-to-end on both Routes 15 and 23 tallied over 45 different cars, with a few being encountered three or more times.

And that drive, not counting the time spent taking photos, took over three hours! This is still a big-time streetcar operation with all the flavor of the PCC fleets of the 1950s. And if an automobile gets in the way or a cloud messes up a photo, all you have to do is wait a few minutes and try again. They run like streetcars.

Markers

BY JIM BOYD

RAILROAD MUSEUM OF NEW ENGLAND, HOWARD PINCUS



NEW HAVEN FA1 0401 is well under way into a massive "rebuild" at the Railroad Museum of New England's work site at Old Saybrook, Connecticut. The unit had been converted to a cab control car by the LIRR and recently re-engined by RMNE with an RS3 prime mover.

MIKE DEL VECCHIO

"Remanufacturing" the New Haven FA1

Dave Kornfeld of the Railroad Museum of New England reports that efforts are under way toward the full restoration of New Haven Alco FA1 0401 to "like new" condition. The project began in 1987, shortly after the 0401 arrived at the museum's work site in Essex, Connecticut. The NYNH&H 0401 had been converted into push-pull cab control car 612 by the Long Island Railroad and arrived at the museum in unserviceable condition but was quickly given a temporary "broom job" painting in the latter-day NH black and red livery and was used as a "dummy unit" for railfan weekend photo freights.

A detailed survey was made of the 0401's

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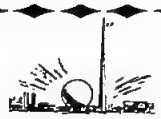

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DELAWARE & HUDSON 1990: Action from Allentown to Cobleskill. Power includes D&H Lightning-Stripes, NYSW, NS, CSXT, and CP Rail. Also 2nd Annual Mountaineer Limited, Anthracite & El Historical Society's Honesdale excursion, Steamtown with CN Mikado #3254, and beautifully restored Alco plant switcher S1 #5 in tow behind 5 CSX units over Richmondville Hill. Two hours, VHS, all live sound and color. $34.00 includes first class delivery. Full refund if disappointed. Norm Weller, PO Box 322, Branchville, NJ 07826. Iquiries: 201-948-3651. 591

trical, mechanical and air brake systems, along with the chassis and operator's cab. After a period of deliberation, it was decided to "bite the bullet" and attempt a full-fledged remanufacture of the unit. It is a project for a volunteer organization that compares in mechanical magnitude to the Anthracite Roads Historical Society's overhaul of BAR F3 46 (with the diesel engine from Santa Fe's prototype CF7 2649) as CNJ 56 in tangerine and blue (June '89 and December '89 R&Rs), and the FA project will probably take the "restoration" into greater detail.

As a result of the mechanical survey, a detailed remanufacturing specification for the FA1 was compiled, covering everything from the diesel engine to the smallest fastener. The first step of the overhaul process involved stripping the 0401 down to its frame, enabling thorough steam cleaning and degreasing, after which the entire chassis was sandblasted and painted at their Old Saybrook work site.

Concurrent with the chassis rework, museum volunteers have been hard at work reconditioning electrical and mechanical components removed from the 0401. All systems have been updated to take advantage of currently available renewal parts, which should eliminate many of the maintenance headaches that plagued these locomotives. Also, the locomotive will receive the correct "Simplified Amplidyne" excitation system, which will replace later equipment applied to the 0401. Due to the high cost and poor availability of parts, the entire 24RL brake system will be replaced with the more maintainable 26RL system. The chassis will receive all new side panels, new cab side sheets and a new pilot. All external details will be revised to back-date the 0401 into a mid-1950s appearance, which will culminate in the application of the New Haven's green & gold paint scheme. Upon completion (expected by late 1991), the 0401 will become a centerpiece exhibit at the new Railroad Museum of New England. It's anticipated that the unit will be available for excursion work on an occasional basis.

Defeat highway triple-trailers

Hal Lewis, one of our regular contributors from San Jose, California, has some important comments about pending federal legislation that could have a tremendous impact on our highways and railroads:

"The trucking industry is trying to use impending legislation to increase the size and weight limits of the already-huge rigs that use U.S. highways and freeways. If this happens, the nation's railroads may suffer irreparable harm while taxpayers will be required to provide even greater subsidies to the trucking industry. Railfans can play an important part in the battle to defeat the truckers move.

"The five-year, $90 billion Surface Transportation Act, which provides funding and policy direction for federal highway and mass transit programs, is being drafted by the U.S. House Public Works & Transportation Committee. The trucking industry is pressuring Congress to increase allowable truck weights and lengths. This includes forcing acceptance of the infamous triple-trailers that are now banned in most states. It has been estimated by some sources that if these increased limits are adopted, up to 15% of the traffic now carried by railroads will be diverted to highways.

"Trucks now cover only about two-thirds of the costs related to their use of the highways. Allowable axle-loadings already exceed the design limits for some older interstate highways. Drivers of automobiles, buses and light trucks must pay for highway maintenance costs not covered by truck taxes. These increases are not needed, because railroads have excess capacity, are safer, use less fuel per ton-mile and pollute less. Railroads presently are successfully competing with long-haul trucks, in spite of the fact that in most cases railroad companies must own, construct and maintain their own rights of way.

"If the truckers win, railfans will be influenced in two ways. First, the cost of this subsidy will be borne by the rest of us in the form of higher taxes and greater danger on the highways. Second, the source of our hobby, the nations railroads, would suffer heavily, with some facing bankruptcy. They would have no discretionary funds available

next month in RAILFAN & RAILROAD

● **ACTION ON BEAUMONT HILL: The Southern Pacific's main line east from Los Angeles faces its toughest obstacle just beyond Colton. John Sistrunk explores the distinctive scenery and operations on the nearly 2% grades that stand between L.A. and Yuma. This "desert warfare" has been going on for a hundred years.**

MAY 1991 ISSUE ON SALE APRIL 1

SUSQUEHANNA 1990: Susquehanna/NJT Ski Trains, Pandrol-Jackson rail grinder on Sparta Mountain, NYS&W Technical and Historical Society Outing, Jersey Central Historical Society Foliage trip, Central NY RR Historical Society Tully-Sherburne Foliage trip, more. Exclusive: First CP rail power leading stack train onto Southern Division. Two hours, VHS, all live sound and color. $34.00 includes First Class shipping. Norm Weiler, PO Box 322, Branchville, NJ 07826. 591

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RAILROAD VIDEO RENTALS: Practical, inexpensive, large selection. Information and complete up-dated catalog 50¢. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. TF

THE SOUTHERN TIER: CR, CP, D&H, NS, NYS&W - Hornell to Binghamton to Oneonta - October 89, October 90. John Wilcox, 809 N. Cayuga St., Ithaca, NY 14850. 607-272-2787. 671

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WANTED: Official guide of the Railways any month for one of the years 1926 through 1936. Quote to: Carl Lathrop, 108 Garfield, Madison, NJ 07940. 491

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

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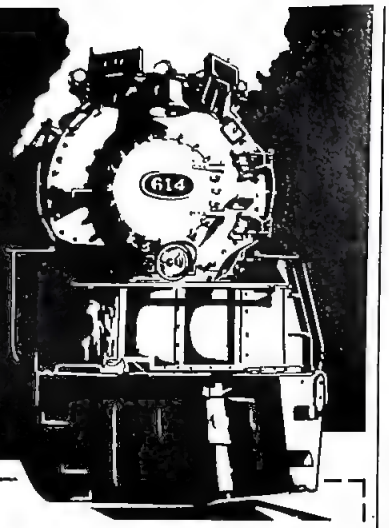

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"It's time for us as railfans to show some responsibility. Your letter can make a difference. Think about it — HAL LEWIS."

IRM's *Electroliner*

Just in time to celebrate the articulated streamliner's 50th birthday, the Illinois Railway Museum in Union, Ill., has restored to operation the North Shore Line *Electroliner* 801-802 into its properly resplendent "turquoise and salmon" art-deco livery (page 73). IRM plans to publicly debut the 801-802 at a February 9-10, 1991, *Electroliner* Festival which will feature the train running on IRM's 4½-mile 55 m.p.h. electrified line with the Museum's other North Shore Line equipment. The first trip of the day will be reserved for people who rode the first *Electroliner* run in 1941 and for those who donated money toward the project.

The restored *Electroliner* is the culmination of five years of work and the expenditure of roughly $100,000. IRM bought the *Elec-*

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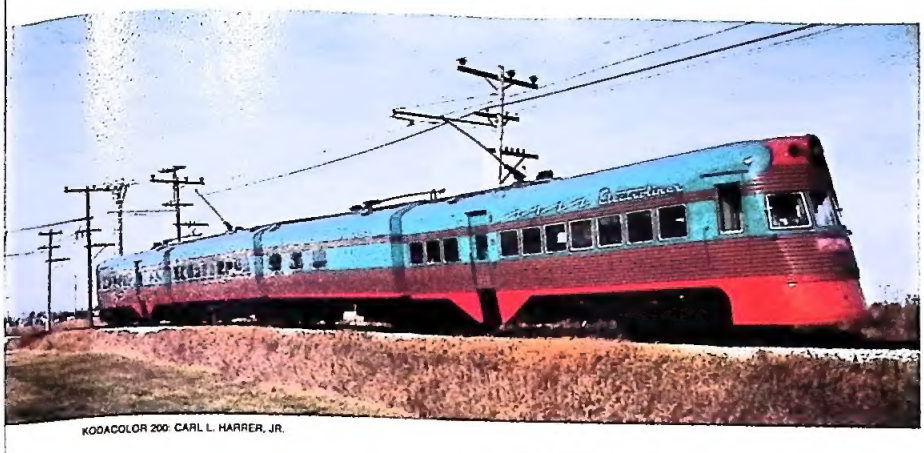


KODACOLOR 200: CARL L. HARRER, JR.

IRM'S *ELECTROLINER* posed for publicity photos on December 2, 1990, following its restoration and return to classic North Shore colors. The train was towed dead for these photos and will makes its official "first run" at the 50th Anniversary on February 9, 1991.

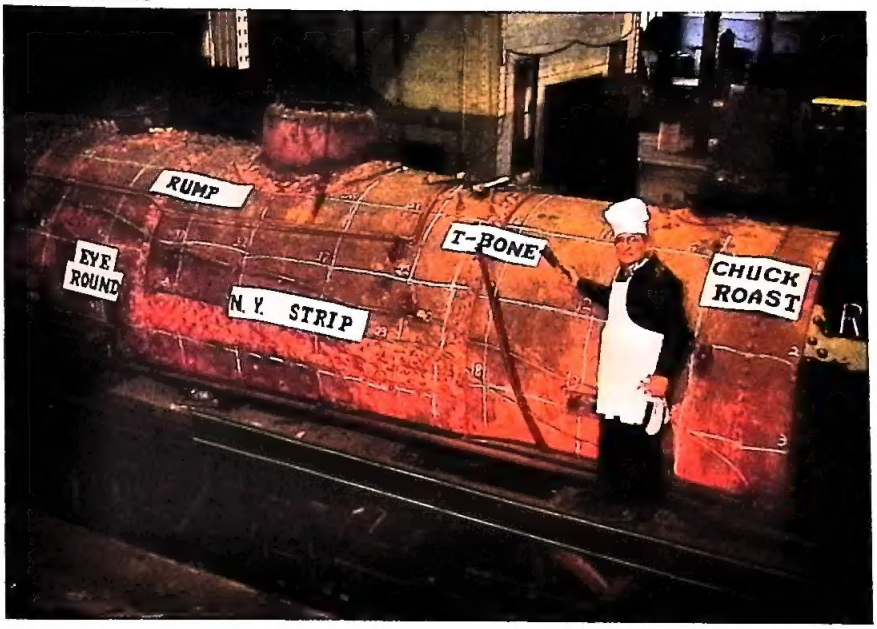
troliner from Philadelphia's SEPTA in 1981, where it was running alongside Brill Bullet cars on the Norristown line as *Liberty Liner* "Valley Forge."

There were two *Electroliner* sets (801-802 and 803-804) built for the Chicago North Shore & Milwaukee in 1941 by the St. Louis Car Company. When the North Shore Line was abandoned in 1963, both sets were sold to SEPTA, which ran them until the early 1980s. IRM chose to restore the 801-802 to an appearance of about 1955. The 803-804 set was sold to the Rockhill Trolley Museum in Orbisonia, Pa., (adjacent to the East Broad Top Railroad) which runs it on special occasions and is cosmetically restoring its Red Arrow Lines "Independence Hall" livery for the 50th anniversary year.

Photo Credit Swaps

Apologies to Richard Campbell and John C. Benson for swapping their photo credits on the color news photos on page 2 of the March '91 issue. John Benson had photographed the KCS SD60s (and TNE Geep), while Richard Campbell had sent us the photo of the Arizona Central unit.

EKTACHROME: KENNY GANZ



"STEAM CHOPS!" Ranger Tony Pann of Steamtown prepares to butcher CPR G3 4-6-2 2317 to be served as the main course at the annual Employees & Volunteers End of the Season Banquet. Well, actually, this slide was "served up" as part of the entertainment for the banquet. Noting the similarity between the chalk-up of the 2317 in preparation for ultra-sound testing during its Five Year overhaul in 1990 and the charts in butcher shops of beef cuts, Ranger Kenny Ganz posed Tony for the photo.

90 Years of Chicago Traction

Midwest Traction Classics III

In this new video by Bill Warrick and Walter Keevil, you'll see a marvelous collection of vintage footage, spanning over 90 years! The Chicago Surface Lines and predecessors—including horse, cable, and electric railways—are covered from circa 1900 to the 1950s, with engrossing footage of those famous CSL drop-platform cars all over the Windy City and plenty of Chicago PCCs too! Then we move on to the Chicago Elevated Railways, 1900–1990, taking a journey all over the system throughout many different eras. We marvel at the sight of cars swinging around curves and through interlockers, crowds boarding at stations, trains of wooden, and later steel cars—and of course we see the "Skokie Swift" and other unique Chicago El lines. Vintage "Big Band" music joins with early B&W and plenty of color footage and narration to make for a video journey you'll certainly enjoy!

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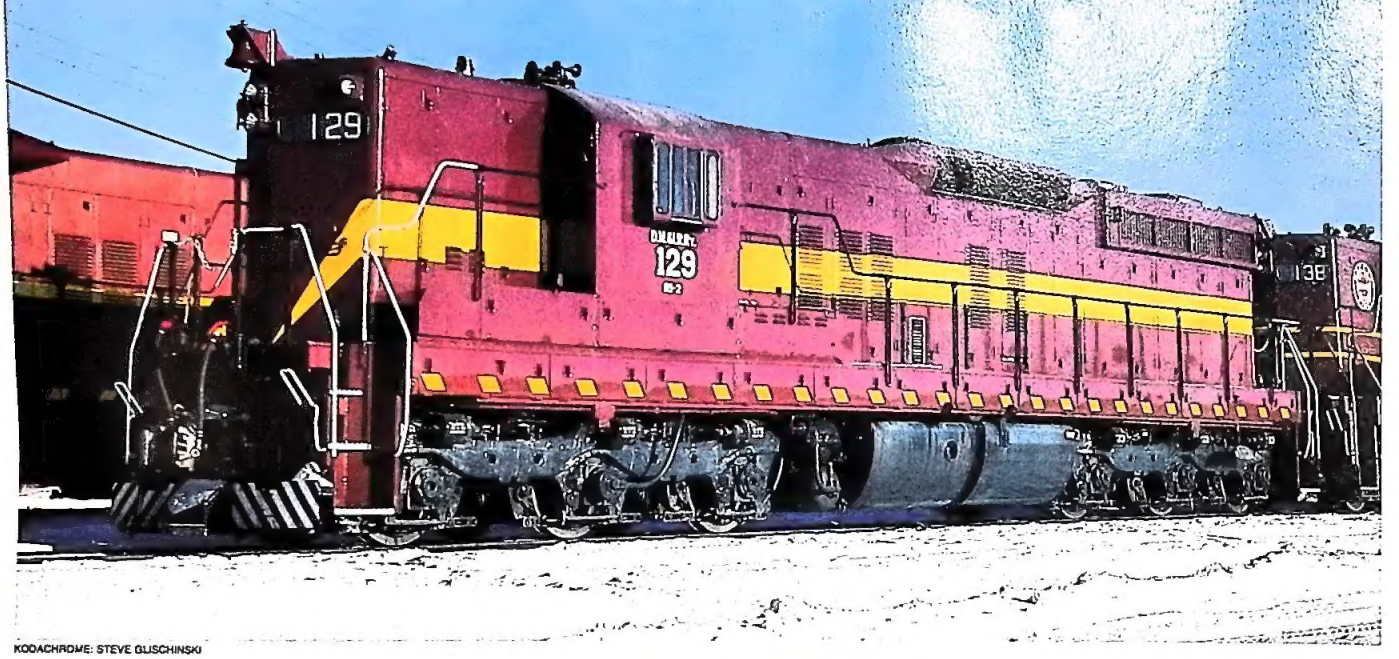

KODACHROME: STEVE GLISCHINSKI

KODACHROME: ROBERT A. LeMAY

DM&IR SD9 129, shown at Proctor, Minnesota, on December 31, 1990, awaiting the arrival of new herald decals, has been repainted in its original pre-arrowhead scheme following a mechanical rebuild. The former passenger unit is reportedly the only DM&IR SD9 getting the classic livery. See page 42.

Railnews

MASSACHUSETTS CENTRAL applied a new NYC lightning stripe-inspired scheme to GP7u 2069, seen (left) at Palmer, Mass., on December 30, 1990. Also, the short line may soon become an intermodal link to Montreal for CN. See page 42 for details.

CAROLINA & NORTHWESTERN CF7 477 (ex-Nashville & Eastern, nee-AT&SF 2477) was at Hickory, North Carolina, (right) on September 23, 1990. The short line operates a 20-mile former Southern branch which runs from Hickory northwest to Lenoir under the Thoroughbred Lease program with Norfolk Southern. Now a subsidiary of Rail Link, Carolina & Northwestern was once the name of a Southern Railway subsidiary which operated the Lenoir branch plus another 296 miles of trackage in western North Carolina and South Carolina. Carolina & Northwestern's one other unit beside the CF7 is NW2m 108, which is also painted in the road's stylish red & gray scheme. Both units wear a safety slogan logo on their hoods which reads "Stay On Track: Don't Get Railroaded Into Drugs."

KODACHROME: PAUL FAULK

KODACHROME: FRED KRAUSE

COTTON BELT GP40-2s 7274-7293, which Morrison-Knudsen rebuilt from GP40s, began arriving on SP property in November 1990 and have since been sighted in main line and branch service throughout the system. The 7284 and 7285 (left) were at Eugene, Oregon, on December 21, 1990. Despite being electrically upgraded to Dash 2 standards, the units ride on conventional Blomberg trucks. Their main spotting features, however, are the ditch lights which are mounted above the anticlimber. Another 45 to 50 such Morrison-Knudsen rebuilds are reportedly in the works for Cotton Belt parent SP.

TWO GREAT NEW TAPES!

Cass Scenic Railway.

Each spring, the Cass Scenic Railroad opens the tourist season with a special event known as the Cass Railfan Weekend. Trains are operated that are not a part of the regular season's schedule. Pentrex brings you these extra runs and captures the excitement that brings crowds back to Cass year after year.

In a spectacular display, the event opens with a parade of steam. Three engines run side by side down triple track spewing forth great volumes of smoke, thrilling the crowd with their antics. Then it's off to Bald Knob with a triple-headed passenger train followed closely by an authentic log train pulled by a Heisler.

The old Shay locomotives make numerous runbys as they struggle to conquer the 11% grades up the mountainside. Ride along in the cabs as the firemen work intensely to keep the hungry engines fueled with shovel after shovelful of coal. Watch as the intricate system of shafts, flywheels and gears are seen close up, straining to pull the trains uphill.

PEN-CASS 52 Minutes $29.95

Kansas City Southern.

Tour the entire KCS System south from Kansas City through the Ozarks, over the Ouachita Mountains in Arkansas and on to Port Arthur, Texas. From New Orleans, the old Louisiana and Arkansas is traced north back to Shreveport, Louisiana and on across the Texas Division towards Dallas.

Thrilling action on the KCS reveals heavy coal and grain trains snaking through the mountains as helpers shove hard on the rear. Manifest freights grind their way over the summit of Rich Mountain. Locals race against the clock before their time expires and Lowly Yard switchers toil at their unending tasks.

Witness the transition of paint schemes as plenty of white diesels and many in the new gray roll by. Every class of engine presently running on the KCS is seen in action. In a grand finale, a hot train with one of the KCS "F-Unit" slugs sprints across the rolling Texas Division.

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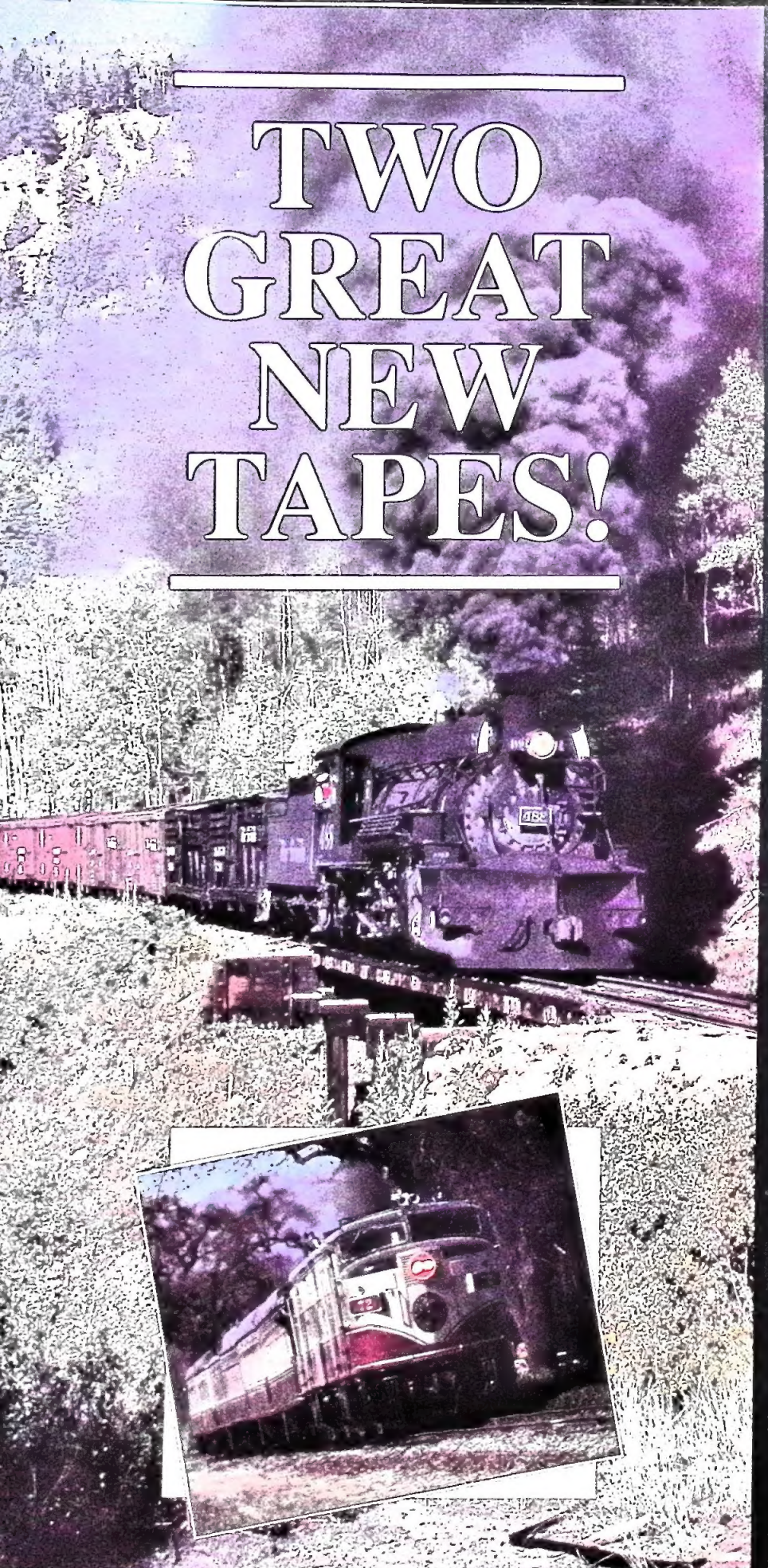

CUMBRES & TOLTEC SCENIC RAILROAD

Over the years, railfans have immortalized the operations of the once flourishing Rio Grande Narrow Gauge in their photos of trains battling over Cumbres Pass at an elevation of 10,015 ft! In September of 1990 Pentrex had the opportunity to ride along on a specially commissioned photographers' freight train, organized by Jim Trowbridge.

The trip was unusual in that it covered the entire length of this scenically diverse railroad, showing mountainous terrain and high desert. Good weather and a great looking train made for an exciting two-day excursion!

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NAPA VALLEY WINE TRAIN

Now you can be a first-class passenger on board the Napa Valley Wine Train as Pentrex takes you for an outing on this beautifully restored train. Besides viewing the train's exterior at many picturesque locations along the route, you will get a ride in the cab of the historic FA-4 Alco locomotive.

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